VOL. CCIX, No. 2729

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THE SPHERE, MAY 31, 1952
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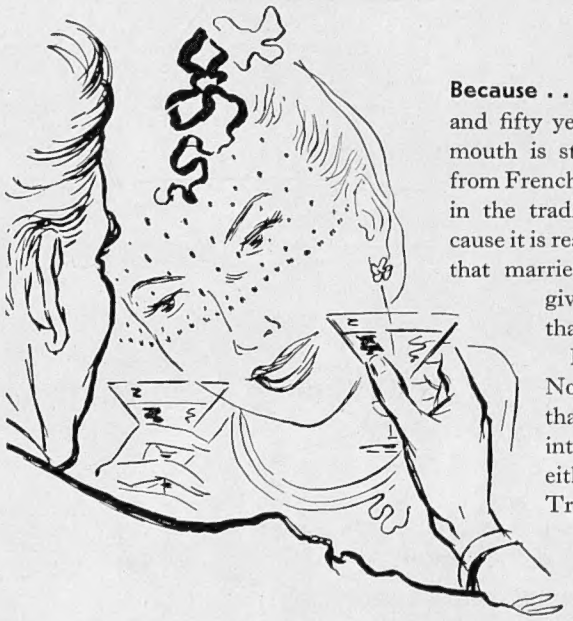

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Volume CCIX No. 2729 The SPHERE, London, May 31, 1952

The SPHERE

with which is incorporated THE GRAPHIC

A FATEFUL MEETING IN EUROPE—MR. DEAN ACHESON, U.S. SECRETARY OF STATE, M. ROBERT SCHUMAN, FRENCH FOREIGN SECRETARY, AND MR. ANTHONY EDEN, BRITISH FOREIGN SECRETARY, SEEN TOGETHER AT BONN, WHERE, AFTER CONSULTATIONS WITH DR. ADENAUER, THEY SETTLED THE TEXT OF THE CONTRACTUAL AGREEMENT WITH WESTERN GERMANY: The signing took place on Monday, and thus Germany returned to the comity of European nations.

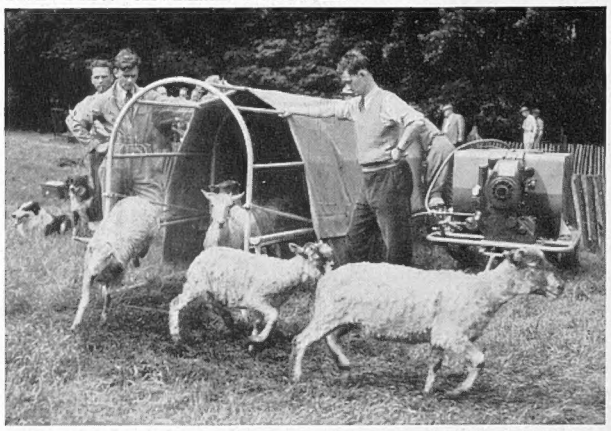
Last Monday at Bonn a new chapter was opened in post-war European history, for the Contractual Agreement signed at Bonn by Dr. Adenauer, Mr. Eden, Mr. Acheson and M. Schuman replaces the Occupation Statute and gives virtual sovereignty to the West German State. The only powers that the three Western Allies are maintaining are those relating to security, in the main concerning the right to intervene in the case of an attack on West Germany from without or in the case of an internal putsch by Communists or neo-Nazis. The Contractual Agreement was not signed by France without much heart-searching, and there was intensive telephoning between Paris and Bonn before the French Cabinet allowed M. Schuman to go ahead. Assurances regarding the degree of permanence of Allied forces in Europe had to be obtained before French misgivings were set at rest. At the last moment Russia called on the Western Powers to think again, asking them to hold Four-Power talks without delay on the unification of Germany. The Russian Note, a reply to the Western Note of May 13, attacked the Bonn agreement as a preparation for war.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

SAFETY BELT AT THE SHROPSHIRE SHOW

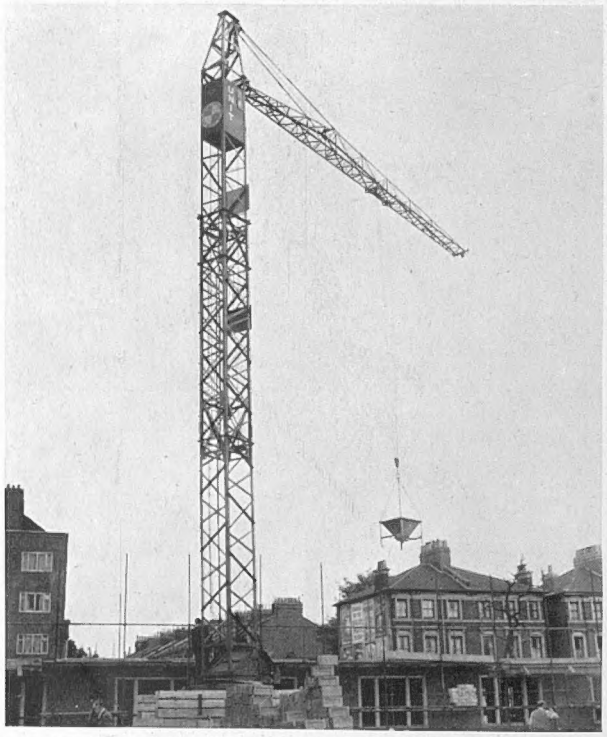
THE ORGANISERS OF THE SHROPSHIRE AND WEST MIDLANDS SHOW TAKE PRECAUTIONS AGAINST THE SPREAD OF FOOT-AND-MOUTH DISEASE : Having crossed a bridge specially constructed by the Royal Engineers, visitors to the Show walk on a carpet of disinfected straw as a means of preventing the spread of the disease. Owing to the extensive outbreak of foot-and-mouth disease there were no cattle entries at the Show.

THE NEW ANIMAL SPRAYER



SHEEP FILING OUT FROM THEIR SHOWER-BATH IN THE NEW DOWNHAM-SIMPLEX ANIMAL SPRAYER IN KENSINGTON GARDENS, LONDON : This new method of spraying animals with disinfectant, in preference to total immersion by dipping, is receiving wide acclamation as a means of preventing the spread of foot-and-mouth disease and other troubles. The spray is considered to be much more effective and less dangerous to the health of the animals than dipping. They are not shocked by the spraying like they are with the sudden immersion. The sprayer consists of a tubular steel frame over which is stretched a canvas cover. Fifty sheep a minute can be sprayed by one man.

LONDON'S BIGGEST CRANE



THE BIGGEST CRANE EVER USED ON A BUILDING SITE IN LONDON : The travelling-crane mounted on rails is more than 80 ft. high and is being used on this Clapham housing site by the British Hoist and Crane Co. It is similar to the type used in shipbuilding and can lift a maximum of three tons. There are two control cabins beneath the jib, which can be raised to 133 ft. The lifting-block can traverse the length of the jib to the centre column.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Two Men Took Leave.—The V.I.P.s who entertained "Ike" during his farewell visits to half-a-dozen capitals were perhaps conscious that they were entertaining a President presumptive of the U.S. They were also doing honour to a man already assured of a high niche in history, showing gratitude for favours received, and perhaps in expectation of favours to come. "Ike" is a simple man and he simplifies great issues as big-minded men sometimes (though not always) do. It can be done with success where big-mindedness is general. He offered the West three factors for peace and he reversed the soldier's "order of battle." He put the spiritual factor first, economic strength second; tanks, guns, planes last. The way to keeping the peace lay through a change of heart, a balanced budget and adequate powder kept dry. Bertrand Russell, aged eighty, took his leave on the same day. He looked back on a life's work done, not forward to still more important work. He, too, is a man of high purpose, broad mind and selfless devotion to ideals. But he was not so simple, nor so optimistic as General Eisenhower, though he, too, looked forward without despair. What he said in the realms alike of pure mathematics and pure philosophy was far above my head. Men who dream and labour for the betterment of mankind, who work for human happiness, dare not be impatient. Yet it was clear that he felt disappointment at the slow climb of the sun, at the length of the dark ages which have succeeded the comparative sanity of his Victorian youth, when men did not fear world wars and did expect a slow but steady improvement in social justice and social welfare, and a general increase in human happiness. But he, too, put the spiritual factor first; indeed, first and last. For he wasted no time on economics and weapons of war. I do not doubt that both these big men are in the right of it. I think they put the most difficult condition first. Guns and butter are easier come by than common sense and selfless charity.

A.E.U.—The crippling burden of taxation now borne by industry needed no ventilation in Parliament for the persuasion of the general public. The general public outside industry has been pretty well informed of the position. Hence our sense of almost despair when we learned that one of the greatest unions was "seriously" putting forward a claim to an all-round increase in wages of £2 a week. This was midsummer madness; it was not a crying for the moon but a sawing-through of the branch which the monkeys sat on, a cutting-off of the head to cure nose-bleeding. If the Confederation of Unions meeting in York last week had sponsored that demand, it would have asked the employers to add £300,000,000 to the annual wage bill by a stroke of the pen—and that *is* decapitation. Mercifully, if not obviously, the bulk of Union leaders of that group accepted the absurdity of the claim, if they based objection to it on technical grounds. As prices continue to rise for many of the essentials of bare existence, neither Premier nor Chancellor need waste their breath in exhortation to a total wage-freeze for even twelve months. These demands will go on being made and conceded month after month, we may be sure, but the nation is not so far sunk in lunacy even now as to swallow such an unrealistic mouthful as the A.E.U. has cut out of its fast-diminishing cake; and its fellow unions are as much concerned to laugh the demand out of court as you and I.

Bag and Baggage.—Nations, like trade unions, will behave like monkeys on a branch playing with a saw. Nationalist China, for a recent example. For many generations the China merchant in the City of London was reckoned a warm man. He did himself well, but the benefits of his trade were not confined to his own family or business. The products of China came rolling in. The Communists of China should take note of recent events in Persia and Egypt. Nationalist fervour kicks out bag and baggage the hated foreigner, the British shopkeeper, and before the last has been evicted, the surprising discovery is made that this detested shopkeeper had a way of keeping business alive with advantages to the revenue of the country. He moved the oil in Persia, bought the cotton of Egypt, kept alive the varied products and industries of China, just as he built and maintained the railways and docks and mines of more modern nations. But out goes the British shopkeeper, bag and baggage, apparently whether he relies on a craven Socialist Government or a "firm" Tory one for his protection. And there is nothing which even a Palmerston could do about it to-day. Jenkins's ear remains unavenged. China is a large country and a "gunboat" (even if gunboats were not now outlawed by modern diplomacy) cannot travel across it. We can only protest and draft stiff notes. The Foreign Office and other departments draft a lot of them, very beautifully phrased, to Albania and Russia and China, and so on. Soon enough, the logic of economics will invite the British shopkeeper to come back. The odd thing is that he probably will accept the invitation.

Civil List.—There is and always will be a "Courtier's Conspiracy" (in which the Royal family has no share) to base all actions and concerns of the Monarchy on past precedent and tradition with meticulous exactitude. Fortunately, in late reigns it has failed to arrest the evolution of the Monarchy in its relations with a changed society and a very self-conscious democracy. No thanks to the precedent-hunters and the shell-backs. The Royal family achieves the necessary evolution off its own bat. The Civil List question now comes up again, as it must and always has done since William IV, within six months of a demise of the Crown, and the Sovereign's formal request to her faithful Commons is couched in the time-honoured phraseology, which indeed is perfectly suited to modern times. Next step—the Commons appoint a Committee to consider the matter. In truth, the matter is pretty well cut-and-dried, the only difficult accountancy being a calculation of the surplus available from the huge revenue of the Duchy of Cornwall when the beneficiary thereof is a minor. This surplus the Sovereign is prepared to offer in reduction of the Civil List grant. There is one other "precedent" connected with the Civil List business. Someone, in the time-honoured way, should rise to suggest in Parliament a token reduction, enabling him to make a few "time-honoured" remarks of a mildly republican flavour. In times past this faithful agent would spread himself, make it spiteful and nasty. It enhanced his reputation among his following. But nowadays it is usually a "token" gesture, very mildly phrased.

CONSECRATED ON ASCENSION DAY

THE ARCHBISHOP OF CANTERBURY AND THE NEW BISHOP SUFFRAGAN OF KINGSTON-UPON-THAMES OUTSIDE SOUTHWARK CATHEDRAL ON THURSDAY OF LAST WEEK : The Rev. William Percy Gilpin, M.A., until recently Canon Missioner of Gloucester Diocese, has been appointed to the Suffragan-Bishopric of Kingston, in the Diocese of Southwark, in succession to the Right Rev. F. O. T. Hawkes, who has resigned. Canon Gilpin has also been concerned with education in his former diocese since 1944. A graduate of Keble College, Oxford, he held his first curacy at Solihull from 1925 to 1928, later going to Chichester Theological College, where he was appointed Chaplain in 1930. In 1933 he went to the Vicarage of Manaccan with St. Anthony-in-Meneage, and in 1936 he was appointed to the living of St. Mary's, Penzance.

Robbery Under Arms.—The news of the third big mail robbery of the year (which by violent means got away with about a quarter-million of easily negotiable money) was quite certain to invite the pundits of Parliament and Press to ask if this present crime wave was not getting beyond a joke, whether the Home Office and Scotland Yard might not taste again the uncomfortable months when Jack the Ripper was abroad, and what the P.O. and the Government were going to do about it all? Suggestions and remedies were certain to flow in, and the time of Parliament and front-page newspaper columns were inevitably filled with the affair. Is there a crime wave? If so, whodunit? Police statistics (which can prove anything or nothing) have recently tended to allay public anxiety. The figures of crimes of violence

have not revealed a *wave*; but, of course, the underworld seas are rougher than they were before the last war. Less publicity is given in the Press to major crime (murder) than in the days of Crippen, but a good deal more to the arts of Charlie Peace. But the public, reading newspapers only and not official statistics, is in no doubt at all that crimes of violence (short of murder) and of burglary are vastly increasing. The war is not just finished. It ended seven years ago, and this age of full employment should be an era unfavourable to crime, according to theorists and statisticians.

Points for Attention.—It has not proved so. We need no statistics to assure us one way or the other. We have made our minds up. We knew that recruitment of the police to full strength (and then some) is the sovereign remedy. None of us who are level-headed want the police, the P.O. police and officials, and other custodians and watchmen, to be allowed to carry arms. That remedy merely encourages indiscriminate shooting. We feel alarm at the number of these crimes which suggest *inside* assistance, and we do suggest that more careful screening of officials concerned with the handling and safeguarding of valuable packets and goods, and in other jobs of particular trust, is desirable to-day. Before the wars, England was a remarkably homogeneous nation. The foreign element was small. The native element was remarkably law-abiding and level-headed in the main. All that is changed to-day. We are far less homogeneous. Foreigners abound in our midst; people born in far less restrained and civilised countries, people rendered desperate by persecution and suffering, homeless, aimless enemies of society throng our streets. The proportion of convicted criminals with foreign names has greatly increased. A strong Commission should be appointed at once to examine the condition of crime and the existing methods of prevention and detection, and to recommend measures to improve the position; and I feel no doubt that the foreign element in our midst, and the question of screening among officials and custodians, should receive its most careful attention.

Close Season for Burglars.—When I quoted some weeks ago on this page (anent a householder's right, or duty, to "wing" a burglar) a certain *obiter dictum* of Willes J. cited by A. V. Dicey, I spoke too soon, and hope I did not influence the result of a recent decision in the courts. Now Mr. Allen, of Rhodes House, has quoted it again at the proper time. What Willes J. advised was: If you see a burglar packing up your clock, load your gun, point it at his heart and pull both triggers. Our law proceeds stop-and-go on contradictions from the Bench. Willes J. is out-moded. Unless you fear for your life you mustn't shoot to kill, even in your house. And if you see the miscreant running away, with or without your clock, you are not justified in winging him. It is your duty to run after him in bare feet and pyjamas over the gravel or snow to locate his hide-out. If you do fire and bring him down, you won't get a sharp sentence, but you will get a conviction and a fine. How does the citizen stand to-day *vis-a-vis* burglars? There are so many of them and so few policemen that the answer adjudged correct is very important. "Willes, thou should'st be living at this hour. England has need of thee." I don't think we have quite come to the point of a continuous close-season for burglars. They are not protected to the same extent as plovers. I think the citizen is still in the same position as the dog. He may have *one* sheep, but he mustn't do it again.

Taxation of Authors.—I follow with pleasure *The Times* symposium on the taxation of authors. One day I shall employ an accountant to tot up the number of "letters to the Editor" written by A.P.H. Each one is a gem of wit and good sense. And now the correspondence is taking a novel turn. The authors (like Labour leaders) are quarrelling among themselves. A.A.M. is attacking A.P.H., and so forth, and this will weaken the author's hard case. It matters not. Tax him 100 per cent., tax his ink and his quill out of existence, put him in gaol in yellow overalls, young Jessamy will still find young Jenny, his reader. Pay him or mulct him, he will still write his books. To-day his trouble is not money but subject. If his profits are vanishing, so are his subjects. I suppose I have written nearly twenty books, mostly biographies. But who among the figures of the past remains to-day unsung and unhonoured by at least twenty full-dress biographies? Turn novelist? I am too old. And I lack the experience in pornography and the zest for sadism to become a best-seller in jungle-fighting fiction, the only form the public gobbles without question. No, it is lack of subject, not lack of reward, which prevents the author from delivering and glorying in his annual baby. He writes to feed not his family but his Ego. His trade is a vocation, not a profession, and he must die in harness.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE NORFOLK BROADS, A NATIONAL PARK?

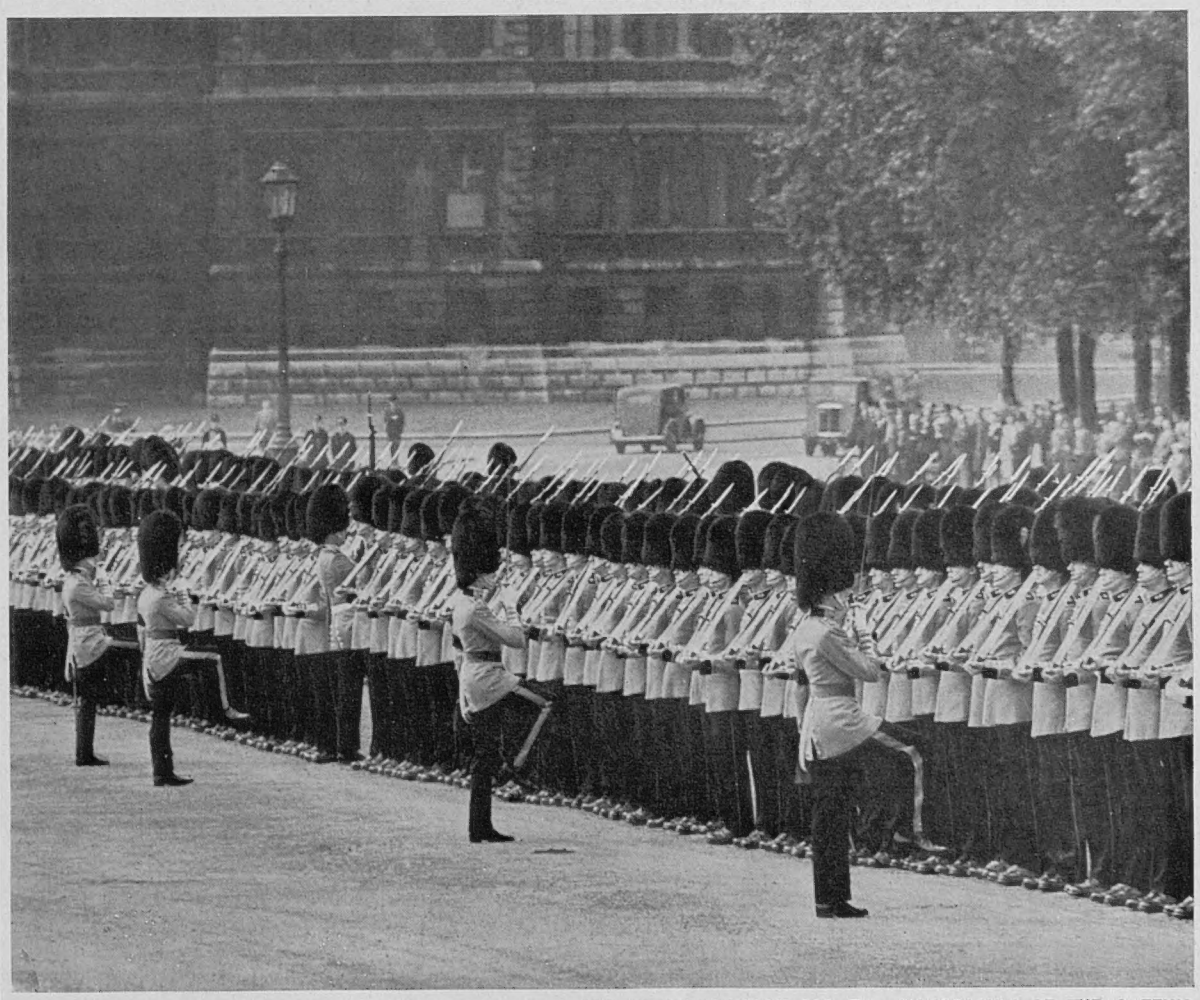
By JOHN MAY

With Special Illustrations by Winston Megoran

WHIPSNADE ZOO, BEDFORDSHIRE, CELEBRATES ITS TWENTY-FIRST BIRTHDAY

A GENERAL VIEW OF THE PARTY HELD TO CELEBRATE THE OPEN-AIR ZOO'S COMING-OF-AGE: Stretching away in the background are the surrounding downs. Present at the party were theatrical and film stars and the special guests from the Regent's Park Zoo were Compo, Susan, Sally and So-so, the London Zoo's tea-party chimps. Some of the visitors present at the party met Tommy, a black Shetland pony who has been giving rides to children since the Zoo was founded in 1931. Whipsnade, situated three miles south of Dunstable, originally formed part of the Ashridge Estate. In 1927 the Zoological Society purchased Hall Farm, covering 500 acres, and developed it as a park for wild animals and a sanctuary for British wild flora and fauna. During the Second World War Whipsnade was used as an evacuation centre for many of the animals from the London Zoo.

PREPARING FOR THURSDAY'S CEREMONY OF TROOPING THE COLOUR



THE GUARDS HOLD A REHEARSAL ON HORSE GUARDS PARADE IN PREPARATION FOR THE CELEBRATION OF THE QUEEN'S OFFICIAL BIRTHDAY: The final rehearsal was arranged for yesterday (Friday), with the Duke of Gloucester taking the salute. On Thursday the Queen will ride on horseback from Buckingham Palace to Horse Guards Parade to take the salute at 11 a.m. If the weather is unfavourable, the ceremony will take place at 3 p.m. Her Majesty will be attended by a Sovereign's Escort of the Household Cavalry, with the mounted band of the Royal Horse Guards. The Duke of Gloucester, Colonel of the Scots Guards, will be in attendance. After the ceremony the Queen will ride at the head of the Queen's Guard behind the massed bands of the Brigade of Guards. Queen Elizabeth the Queen Mother will leave Buckingham Palace in a carriage at 10.43 a.m. and proceed to the Horse Guards via The Mall and Approach Road, returning by way of Whitehall, Admiralty Arch and The Mall. At noon a Royal salute will be fired in Hyde Park by the King's Troop of the Royal Horse Artillery.

JET TRIALS FROM H.M.S. "EAGLE"

Aircraft Flying from Britain's New Carrier

A SEA VENOM PREPARES TO TAKE OFF : A jet plane on the flight-deck of the carrier *Eagle* during the flying trials held from the carrier on May 24 in the presence of Commander Noble, Parliamentary Secretary to the Admiralty. The *Eagle* received her final acceptance into the Royal Naval Service on March 1, following the completion of her sea trials, and now her working-up period is well under way. *Eagle*, a carrier of 35,000 tons, was built by Harland and Wolff. 200 h.p. motors operate her lifts.

Below—

A SEA HAWK IS CATAPULTED FROM THE FLIGHT-DECK OF H.M.S. "EAGLE" : The jet is seen at the moment of release, with the flight-deck crew turning to handle the next machine. *Eagle* has hydraulic catapult equipment, but this is to be replaced by the new steam catapult which has been described as one of the most important developments for naval aviation achieved since the war.

FLYING OVER THE ALPS AT 500 M.P.H. : The Queen Mother, Princess Margaret, and the Marchioness of Salisbury seen during their flight in the de Havilland Comet airliner. In the course of a trip lasting four hours they flew over France, Switzerland, Italy and the northern tip of Corsica, returning later in the afternoon to their starting-point at Hatfield, Herts, after covering 1,850 miles at an average speed of 462 m.p.h. The plane reached a maximum speed of 510 m.p.h. Others in the plane were the Marquess of Salisbury, Secretary of State for Commonwealth Relations, Sir Geoffrey and Lady de Havilland, Sir Miles Thomas, chairman of B.O.A.C., and Air Commodore Fielden, Captain of the King's Flight. The Comet was piloted by Group Captain J. Cunningham, de Havilland's chief test pilot. The Royal party had lunch and tea on board the plane.

THE QUEEN MOTHER'S COMET FLIGHT

A Four-hour Trip to the Mediterranean with Princess Margaret

On left—

JOURNEY'S END : The de Havilland Comet about to land at Hatfield after taking the Queen Mother and Princess Margaret on their afternoon flight as far south as the island of Corsica.

TO CORSICA AND BACK FOR THE AFTERNOON—THE QUEEN MOTHER AND PRINCESS MARGARET AT HATFIELD AFTER THEIR EUROPEAN FLIGHT, WHICH BEGAN AT 12.25 P.M. AND FINISHED AT 4.25 : *Left*—Leaving the de Havilland Comet followed by the Marchioness of Salisbury. *Right*—The Queen Mother accepting a bouquet from Anne de Havilland, granddaughter of Sir Geoffrey de Havilland. Beside the Queen Mother is Mr. W. E. Nixon, managing director of de Havillands.

GENERAL RIDGWAY RETURNS TO WASHINGTON: America's Supreme Commander in the Far East being greeted at Washington Airport by Major-General Henry Vaughan, President Truman's chief military aide. On the left is Mrs. Ridgway. Arrangements were made for Ridgway to address Congress before he left for Europe.

THE WAY OF THE WORLD

A Foreign Survey in Pictures

On left—

En route from Tokyo, where he had relieved General MacArthur, to Europe, where he relieves General Eisenhower, General Ridgway called in at Washington for top level briefing by President Truman and for a meeting with Congress which he addressed in joint session. On the day after his arrival the General was questioned by the Senate Armed Services Committee on the events leading up to the "national humiliation" of Koje Island, but it was not in an atmosphere of rancour for Ridgway had already given up his post when the Koje kidnapping took place. On the question of a Korean armistice General Ridgway was not optimistic, and he frankly admitted that he had no idea what the Communists really wanted. He was confident of one thing, however, and that was that if the Communists started another offensive in Korea they would be thrown back with tremendous losses.

General Ridgway could hardly be described as a political general, so short has been his experience in that field, and it was probably by accident that he found himself at one of his Washington press conferences making statements which could have been far from reassuring to the supporters of the Taft wing in the Republican Party. In his Senate questioning it is understood that General Ridgway also gave the MacArthurites little about which to rejoice.

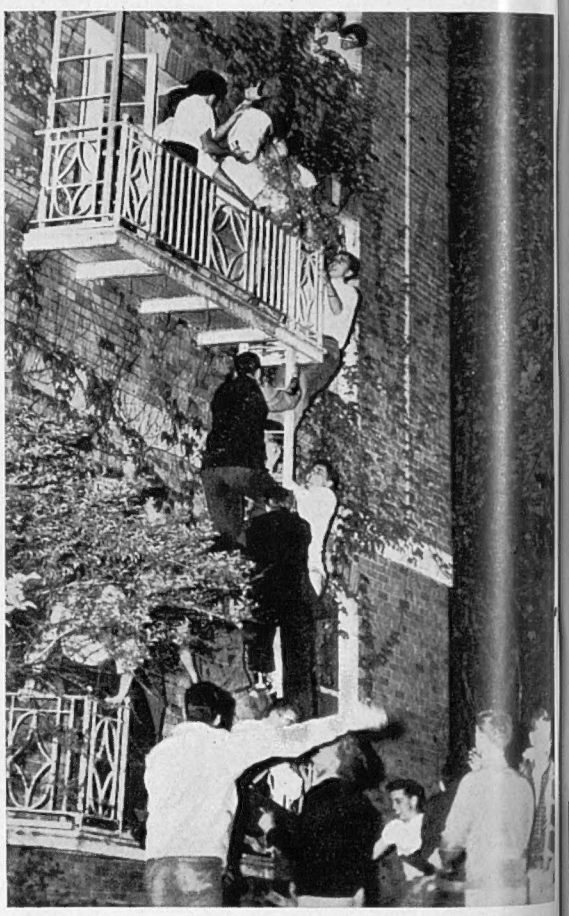
THE FIRST MASS DESERTION OF A WHOLE CHINESE UNIT DURING THE MALAYAN CAMPAIGN: These are seven of the thirteen armed Chinese who gave themselves up. It is believed that some of these men and women will now take a prominent part in General Sir Gerald Templer's campaign to induce others to surrender.

CHING KUEN, VICE-COMMANDER OF THE 11th INDEPENDENT PLATOON, 5th MALAYAN RACES LIBERATION ARMY, AND HIS WIFE: The two guerillas seen after their surrender. They received a special visit from Sir Gerald Templer, the Malayan High Commissioner.

What goes on in Malaya? How far, under the Templer regime, are we from a solution of the problems of this colonial war, a replica of that same war in Indo-China which has proved such a drain upon French resources in these so-called post-war years?

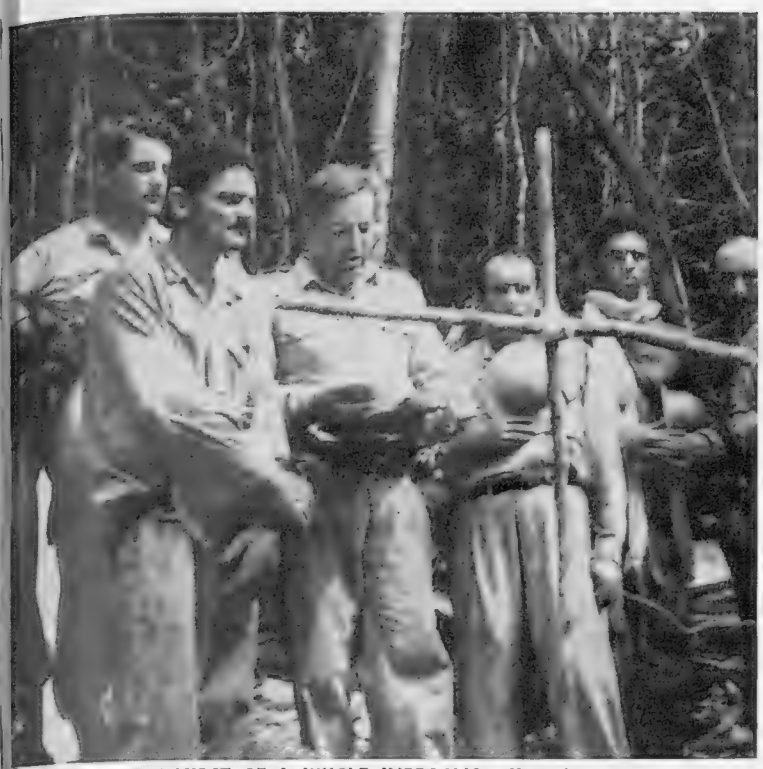
It is hard to say, but there is encouragement in the surrender of Ching Kuen and his comrades; for the surrender of a whole platoon may well indicate a coming trend, and that trend could indeed be the beginning of the end. On the other hand, Ching Kuen and his comrades of the 11th Independent Platoon, 5th Malayan Races Liberation Army, may have given themselves up for very personal reasons. It is believed, however, that Ching and his comrades will take a prominent part in the campaign now under preparation to induce others to surrender. Letters written by him and by other terrorists who have surrendered with him are being printed in great quantities and will be dropped over Perak, hot-bed of resistance in the Malayan peninsula campaign. Sir Gerald Templer has himself seen Ching Kuen on a recent visit to Ipoh, where Ching is incarcerated.

It is still believed in Malaya that the war can be won without large reinforcements, and it is, of course, unlikely that if such reinforcements were sent they could be employed effectively in the jungle. At the time of going to press, news comes from the jungle of the killing of Menap Jepun, commander of the 10th Malay Regiment, a bandit with a price upon his head.



A "PANTY" RAID AT MEDFORD COLLEGE, MASSACHUSETTS: Undergraduates being repulsed by women students as they sought to gain access to the latter's quarters. Buckets of perfumed water were showered upon the raiders. These raids have taken place in many American colleges, and there has been much talk of expulsions and severe disciplinary action. The general public, however, has been inclined to look upon these extraordinary cultural manifestations with tolerant eyes.

Most of the middle-aged and older can recall the pole-squatting championships which were part of the American scene in the roaring '20's; and now a new spring fever has smitten the land of sudden crazes. It was Mid-Western University, Michigan, that started this latest craze. Michigan, like hundreds of other American colleges, is co-educational, and the bright spirits of that college thought it a good idea to make a night raid on the girls' quarters and make off with their lingerie. No sooner had this new-style form of raiding been reported, than "panty" raids took place all over the United States, and they are still going on. In North Carolina, Florida, Nebraska and staid New England the story is the same, and co-eds have had to swarm into the shops on the morrow of each raid to make good the ravages of the night before. Protests from the girls while the raids have been in progress have been notable by their absence. The most they have done is to pour perfumed water on the invaders. Whether this cultural activity from the New World is coming Britain's way remains a subject for speculation.



A PRAYER IN THE MIDST OF A JUNGLE IMBROGLIO : Humphrey Toomey (centre), Pan-American Airways employee, reading a prayer at the grave of one of fifty victims of the April 29 plane crash in the depths of the Brazilian jungle. With him are members of various rescue parties which made their way to the scene of the crash. Third from right is the Brazilian Deputy, Lino de Mattos, the leader of one of the unofficial rescue parties who is reported to have held hostage Mr. Scott A. Magness, of the United States Civil Aeronautics Administration, and Major Moranda Correa, of the Brazilian Air Force, the captors demanding an air-lift back to civilisation as the price of release. The de Mattos party was sponsored by Adhemar de Barros, head of the Brazilian International Airlines. The crash took place in the jungle 933 miles north of Rio de Janeiro.

GENERALISSIMO FRANCISCO FRANCO ADDRESSES THE SPANISH CORTES : Franco opening the fourth three-year term of the Spanish Parliament when he announced that he had decided to conclude bilateral economic and military agreements with the United States. Negotiations between Washington and Madrid had apparently been going on for many weeks, but as far as the Spanish people were concerned the development was kept a close secret. Franco's announcement was greeted with prolonged applause by the Spanish Deputies. Another announcement that received an enthusiastic response was that, as from June 1, all rationing cards would be abolished in Spain.

AFTERMATH OF THE EGYPTIAN RIOTS : Ahmed Hussein, the Egyptian Socialist, who has been charged with instigating the January riots in Cairo, seen speaking in his own defence from behind the prisoners' cage in the courtroom at Cairo, where the charges were capable of incurring for him the death penalty. Five of Ahmed Hussein's associates were also in the dock at the same time. Hussein, who is well known in the United States, having set up a headquarters there in 1947, opened the trial by challenging the jurisdiction of the military court. The court was set up after King Farouk had declared a state of martial law in Egypt.

THREE-QUARTERS OF GERMANY'S NAVY PUTS OUT TO SEA : Three of her four vessels in the sea police force leaving Lubeck. These training vessels are soon to be replaced by modern speed-boats. Although Allied restrictions on a German merchant fleet have been in part lifted, the ban on any kind of war fleet has continued. At the Big Three Foreign Ministers' Conference in Washington in 1950 the Germans were granted permission to form a small sea police force as part of the 10,000-man federal border police, in order to control sea as well as land frontiers. Billeted in some buildings formerly used as a U-boat base near Lubeck on the Baltic coast, the sea police are being trained in the use of up-to-date equipment, radar and also navigation.

A COMMUNIST MEETING IN ROME DURING THE ELECTIONS : The elections were for local councils and covered the southern and central parts of the country. The general elections will be held next year.

THE GREAT POSTER BATTLE OF THE ITALIAN MUNICIPAL ELECTIONS : *On left*—A cab driver in Rome dozing before a huge poster of the Christian Democrat Party and a lesser one of the Liberal Party. *Centre*—A priest taking part in one of the numerous arguments in the Galleria Colonna, Rome's favourite debating ground. *On right*—One of the wooden towers of wood and canvas bearing anti-Communist posters to be seen throughout Rome.

Last Sunday, municipal elections took place throughout southern and central Italy. They were preceded by a tremendous campaign waged by the anti-Communists, in particular by the Comitato Civico, an offshoot of Italian Catholic Action, and by the Christian Democrat Party, to which many of the Centre parties had allied themselves.

Gigantic anti-Communist posters were pasted up throughout Rome and Stalin's face on many of them warned the electorate that to vote Communist was to invite Government by the Politburo. The neo-Fascists, too, were not found lacking in the paste-pot campaign, and they held a number of well-attended meetings.

The campaign was in reality a curtain-raiser for the country's general elections. It was the opening phase of the fight against Fascism and Communism, as well as of the great debate on land reform and the future of Trieste, which the electors will decide at the polls in a year's time. Last Sunday's elections, however, were considered of great value in determining how far Communism has taken hold on the poorer sections of the peasantry.

KOJE

WHERE 80,000 PRISONERS OF WAR HAVE BEEN CONTROLLING MOST OF THE COMPOUNDS AND SETTING AN INTERNATIONAL PROBLEM

Koje Island, off the south-east coast of Korea, is 23 miles long and from 2 to 15 miles wide. Its coast is jagged and rock-strewn; inland there are gentle hills with green, fertile slopes. Clustered in the valleys between the hills are seventeen barbed-wire enclosures. Behind the barbed wire are 80,000 prisoners captured by the United Nations during the Korean war.

The prisoners are nominally in the charge of U.N. guards. Actually, the guards' control stops at the compound gates. Within the enclosures a hard core of fanatical Communist leaders "run the show." The extent of their control was forcibly demonstrated in mid-April when U.N. guards abandoned their command post within Compound 76—the toughest of the Koje stockades—because, as the American captain in charge of the stockade put it, "We felt our lives were in danger." Left to their own devices, the prisoners engaged in semi-military drills, plastered the compounds with propaganda banners and posters, set up their own "kangaroo" courts and goon squads, and carried on illegal trade through the barbed wire with Koje civilians. They organised a highly efficient communications system between the compounds which enabled them to keep in close touch with one another and co-ordinate plans for demonstrations and riots, and it was in this way that they were not only able to capture Brig.-General Dodd, but to make contact with Panmunjom and use his capture as a propaganda counter in the United Nations negotiations.

On May 25 a battalion of the Shropshire Light Infantry and a Canadian battalion arrived at Koje to reinforce the American prison-compound guards. From Tokyo it was made known that General Mark Clark was taking steps to put down lawlessness and was planning to create new compounds of manageable size.

THIS IS COMPOUND 76, WHERE BRIG.-GENERAL FRANCIS DODD WAS HELD AS A HOSTAGE BY THE COMMUNIST PRISONERS-OF-WAR ON KOJE ISLAND: The prisoners in the Koje compounds are nominally in the charge of United Nations guards, but actually the guards' control stops at the compound gates. It 's because of this that Brig.-General Dodd's capture by the prisoners was rendered possible.

THE STRENGTHENED UNITED NATIONS GUARDS OUTSIDE COMPOUND NO. 76 ON KOJE: Not only are there armed sentries at the gates, but an armoured car patrols along the barbed wire with a 50-calibre machine-gun mounted on the roof.

CHECKING SECURITY MEASURES ON KOJE: Colonel Maurice Fitzgerald Deputy Camp Commander, and Brig.-General Hayden Boatner (right), the newly-appointed commander of the Koje Island prisoner-of-war camp. Boatner's "firm but fair" policy was put to the test within a few days of his appointment, following the dismissal of Dodd and Colson

BOTH SIDES OF THE BARBED WIRE ON KOJE ISLAND: *Left*—Chinese and North Korean prisoners inside Compound 76, where they had held Brig.-General Francis Dodd hostage for seventy-eight hours. The prisoner seen in the white shirt acts as compound interpreter. The man facing him actually took part in the abduction of Brig.-General Dodd. *Right*—A machine-gun crew standing guard in front of Compound 62, one of the seventeen prisoner-of-war compounds situated on Koje.

SAFEGUARDING 15,800 PAROCHIAL CHURCHES

The Report of the Commission Appointed by the Church Assembly Draws Attention to England's Vital Responsibility in Regard to Her Heritage

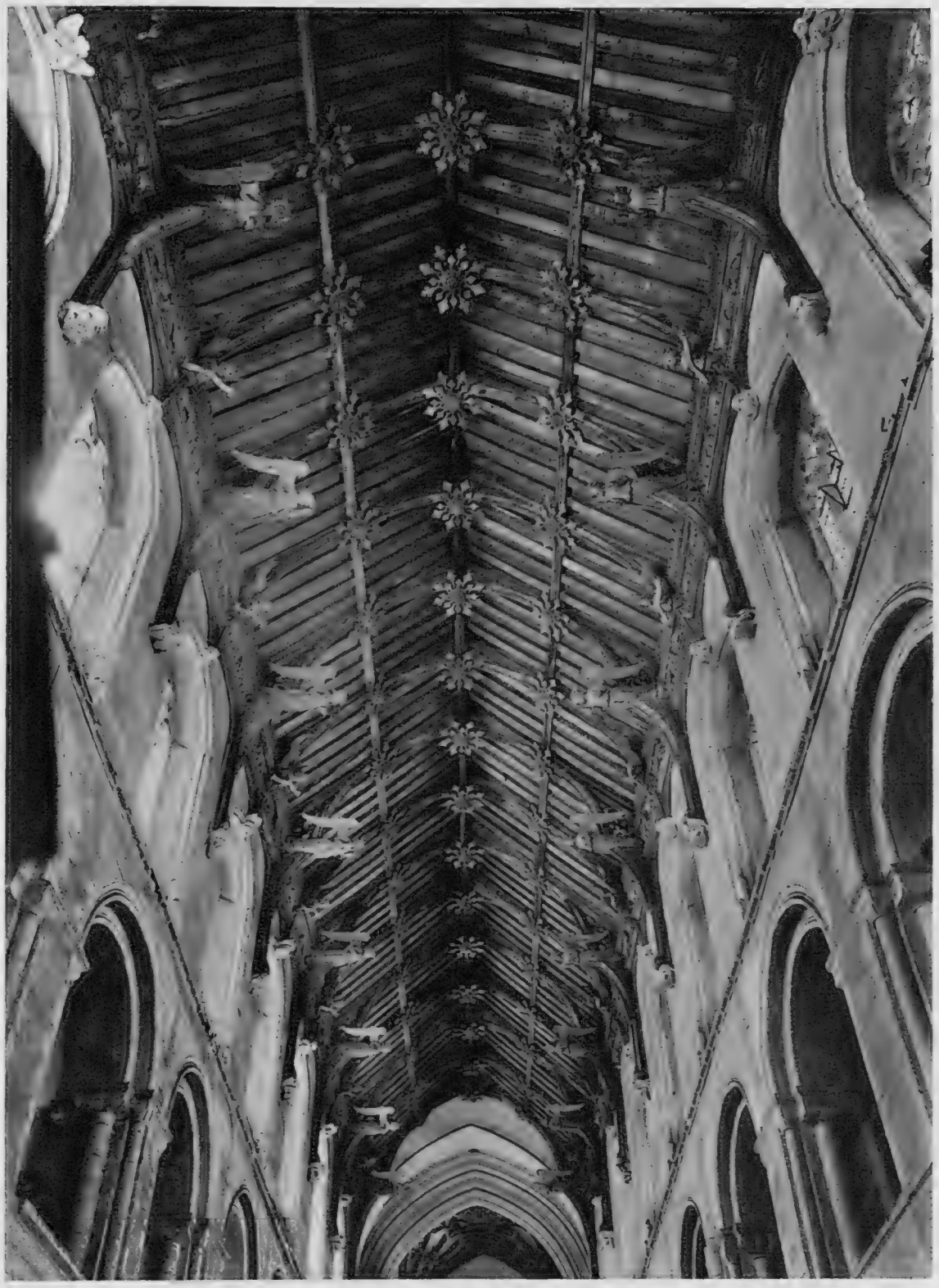
By WALTER H. GODFREY, C.B.E., F.R.I.B.A., F.S.A.

Under the chairmanship of Mr. Ivor Thomas, whose writings are well-known to SPHERE *readers, the Repair of Churches Commission has been in regular session since June 1951, and its report, now available to the public, is ready for consideration by the Church Assembly. In the following article by Mr. Walter Godfrey, one of the members of the Commission, the chief recommendations are reviewed. If they are approved by the Assembly and carried out wholeheartedly by those who will have the responsibility, there is no doubt that England can look forward to a decade of intense church preservation to make good an equal period of enforced postponement of repairs. One outstanding recommendation of the Commission is that every church in the use of the Church of England shall be inspected by a qualified architect at least every five years.*

HEIRSHIP to wealth carries with it no automatic recognition of its value, nor do those who dwell amidst beauty realise all that their good fortune bestows. England, with its superb and ever-varied scenery, its ancient towns and villages, its churches, mansions and manor-houses—every square mile eloquent with history—is to the average Englishman a matter of course. It is hard to make him realise the richness of his inheritance and how easily it may disappear if he takes no thought for its preservation.

A warning of this kind is implicit in the report, just published by the Church Information Board, of the Commission appointed by the Church Assembly to advise on the problems concerned with the repair of our parochial churches. Following on the report of the Committee on our historic houses, it brings home the need of quite unprecedented effort if our dower of beautiful buildings is not to be lost. The care of its churches is, of course, primarily the concern of the Church of England, but it can be scarcely less the concern of all who love beauty and who have any pride or interest in the history of our land. This report, therefore, is a matter of importance to every Englishman and Englishwoman, and its recommendations are directed towards the whole nation.

The term, the whole nation, must in this context be taken literally to mean everyone. Until not so very long ago it was customary to maintain our parish churches by the levying of a church rate, which broadened the responsibility. But both the raising and adorning of these lovely buildings that grace our ancient towns and villages, as well as their repair, have in the past owed most to generous benefactors, who devoted large sums from motives that combined piety with a desire to encourage the arts. To-day rich men are rich no longer; penal taxation has robbed them of the power to help which they formerly possessed; wealth has been redistributed and we must look to the many and no longer to the few. If the will and inclination were there, the task would be by no means heavy, for, as the Report says, the necessary money would be forthcoming if every family in England would give just one shilling a year for ten years. It is a measure of the failure of our educational system to inculcate a general consciousness of our national culture that such a modest appeal would be unheeded here, whereas in many countries on the Continent of Europe it would bring a sure response. Yet a new education must be attempted if we are to retain our traditions and save the things of the spirit from the materialism into which we have fallen.



THE HAMMER BEAMS OF THE FINE ROOF OF THE ABBEY CHURCH OF WYMONDHAM, NORFOLK, ARE CARVED WITH ANGEL FIGURES: There is a much-enriched cornice, and there are large bosses carved with flowers. This picture is published in the report of the Repair of Churches Commission, which is now made public and which draws attention to the vast problem of maintenance in our parish churches, a problem not only demanding specialised architectural knowledge, but funds which are often beyond the reach of the average parish.

THE JUNCTION OF SPIRE AND TOWER MASKED BY AN ORNAMENTAL PARAPET WITH PINNACLES AT THE FOUR CORNERS AND FLYING BUTTRESSES TO THE SPIRE: This fifteenth-sixteenth-century development in English ecclesiastical architecture is well exemplified in the Parish Church of St. James, at Louth, Lincolnshire.

One would need the pen of a Spenser, a Milton and a Ruskin to portray fully the glories of our English church architecture. All through the Medieval period, when masons, carpenters, smiths, painters and gilders vied with one another to produce great and still greater beauty, these English artists and craftsmen stamped their work with a national character. The Normans brought great organising and constructional ability, but their work became sensibly influenced by the artistry which had been long inherent in the Saxon race. The glories of the first period of Gothic owed much to France, but in England there was contrived a subtlety and purity of line which we can justly call our own, and the instinctive sense of form and temperate use of ornament which belonged to our people produced a lyric quality in stone. In the flowering of the arts in the fourteenth century the same principles held, and our window tracery, rich and fertile as it was in its infinite variety, escaped all fuss and ostentation, while our towers and spires provided models of grace and just sufficiently adorned simplicity. And in the final phase in the fifteenth century the English evolved a manner wholly their own, and in their great "perpendicular" churches made a contribution to architecture of which the supreme quality is only now becoming fully recognised. These lofty churches, with their fretted parapets and pinnacles, their noble roofs of oak, their screens and other fittings (wherever they have survived Puritan iconoclasm) make a magnificent achievement. Yet they are vulnerable to weather, to damp, beetle, and all the enemies that threaten their survival. Unlike other forms of art, buildings must be continually repaired to maintain their existence, and repaired at a cost which, through successive centuries, may amount to many times the original outlay. The justification of this unremitting labour is that no other art speaks to us so eloquently as architecture of the age that fashioned it and of the people and uses which it served.

The building of churches was checked at the Reformation, but it is a mistake to under-estimate the work of the Renaissance. Here and there churches were built in the new style, till Wren set another English fashion with his City masterpieces, and the Georgian

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SAFEGUARDING 15,800 PAROCHIAL CHURCHES

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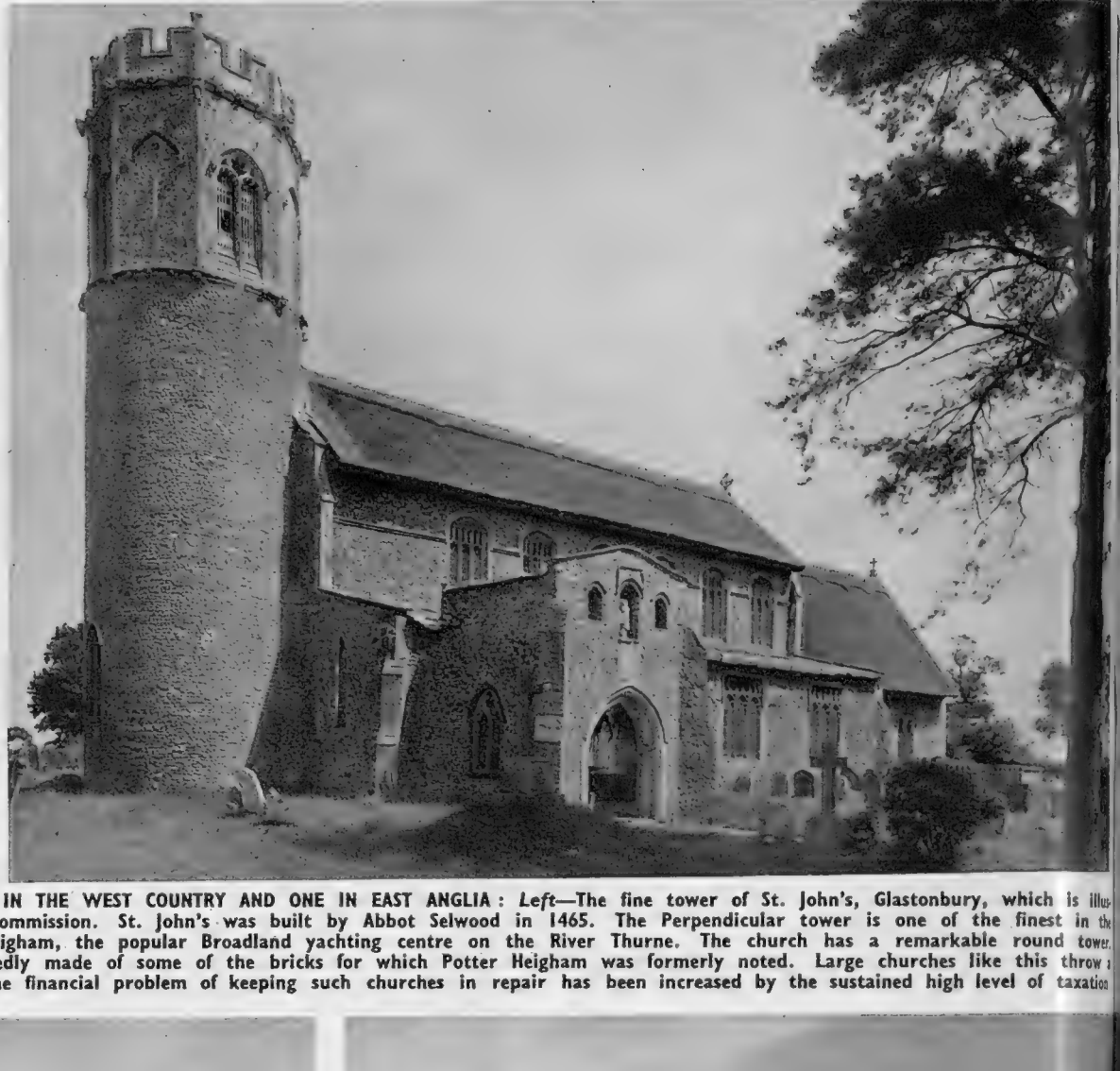


TWO EXPRESSIONS OF THE PERPENDICULAR STYLE, ONE IN THE WEST COUNTRY AND ONE IN EAST ANGLIA: *Left*—The fine tower of St. John's, Glastonbury, which is illustrated in the Report of the Repair of Churches Commission. St. John's was built by Abbot Selwood in 1465. The Perpendicular tower is one of the finest in the West Country. *Right*—The church at Potter Heigham, the popular Broadland yachting centre on the River Thurne. The church has a remarkable round tower. Within is a fifteenth-century brick font, undoubtedly made of some of the bricks for which Potter Heigham was formerly noted. Large churches like this throw a great responsibility on the parishes concerned. The financial problem of keeping such churches in repair has been increased by the sustained high level of taxation

AN ENGLISH VILLAGE BUILT AROUND ITS PARISH CHURCH: This is the village green and parish church of St. Peter, Monks Eleigh, Suffolk.

NEW ST. CHAD'S CHURCH, SHREWSBURY, SALOP: The English genius did not fa completed towards the end of the eighteenth century. Ne

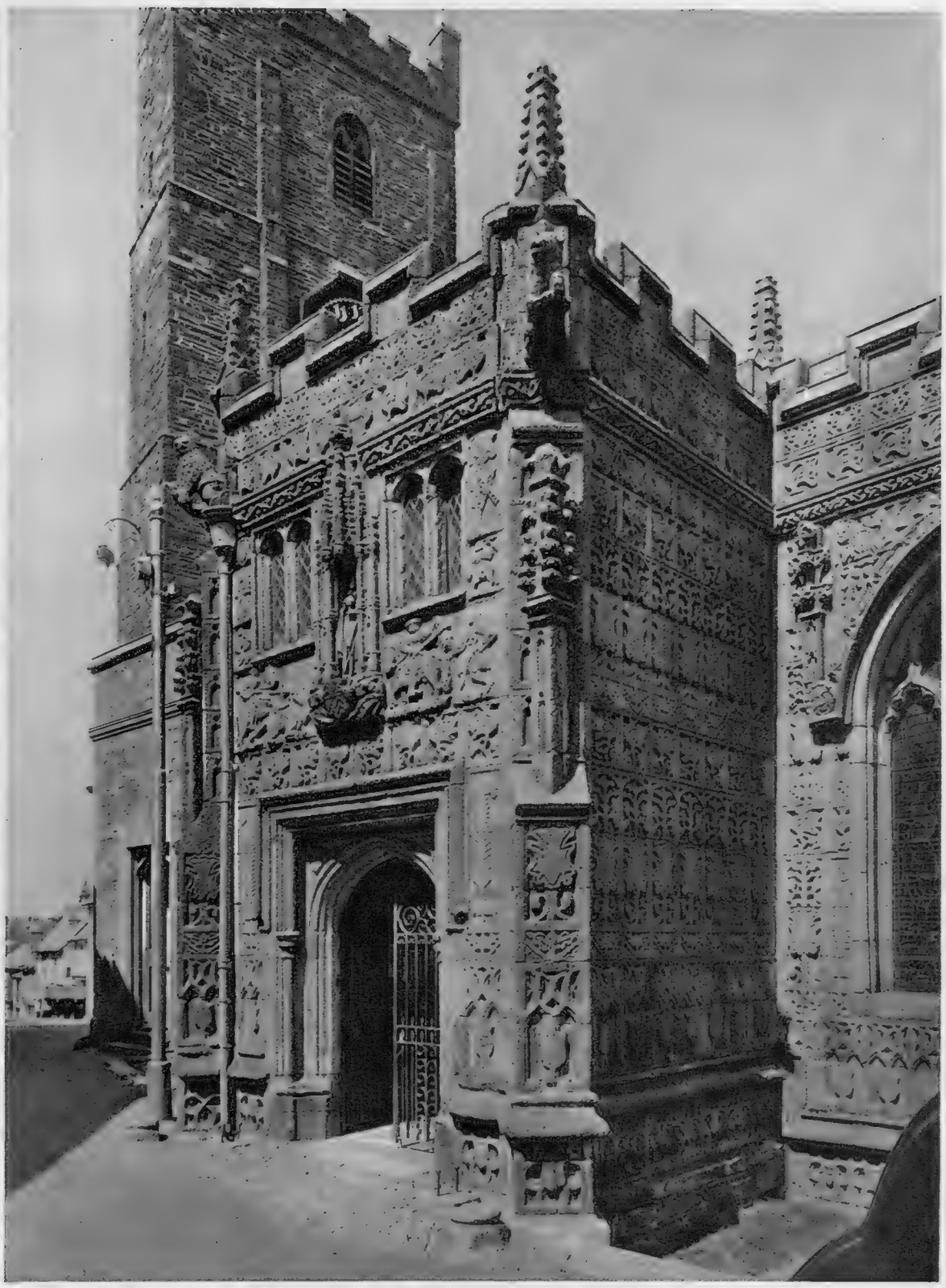
architects who followed him multiplied their classic temples in the fast-growing towns. In many of these the furnishing is of the highest workmanship and merits our every effort for its preservation. After the eighteenth century came the even greater expansion of the nineteenth, with the new churches approaching in number those that had gone before. Architects famous in Victorian annals built freely when money was more plentiful than now, and the legacy they left is not among the least of the Church's present responsibilities.

Until this Commission was appointed, no attempt had been made to ascertain the number of our churches or the classes into which they fall. No accurate statistics are even yet available, but we may take it that in round numbers there are some 15,800 parochial churches, and these can be roughly divided into 8,360 surviving from before the Reformation, 930 built after the Reformation but before the year 1800, and 6,510 built or rebuilt subsequently to 1,800. The figures are only approximate, since the returns from 99 out of 104 archdeaconries do not pretend to be precise, and the proportion of medieval and later churches in the remaining five are merely calculated on a similar proportion. But it is useful to have even this rough guide. Similarly, the Commission has attempted an approximate estimate of the cost of repair during the next ten years, over and above the normal capacity of the parishes themselves, and has arrived at a figure in the neighbourhood of £4,000,000.

It is now more than twelve years since our churches were able to put in hand normal maintenance work, with the expectation that labour and materials would be forthcoming, free from all the trouble and delay of building licences. These twelve years have been responsible for the large arrears which now have to be met in a time of scarcity, high prices and reduced purchasing power. If all our church buildings could be put in good order to-morrow, it is calculated that annual maintenance would average about £50 a parish and all but the depopulated parishes with large ancient churches would find the task within their competence. But the arrears must be met first, and this is the urgent and serious problem before us.

The provision of the money is not the only difficulty, as much of the evidence given to the Commission shows. For a whole generation building methods have changed until much of the traditional practice has fallen out of use. Steel and concrete and many new materials, some of lasting but many of ephemeral nature, have taken the place of stone, brick and timber. These are handled in quite a different manner, and the modern workman no longer has the old touch. But ancient buildings

STONE WORKED LIKE LACE: Fan tracery in the South or Lane Aisle of St. Andrew, Cullompton, Devon. This is yet another of the pictures adorning the Report of the Repair of Churches Commission. Elaborate roofs such as this are most costly to repair, and it is problems of this kind which the Commission has considered.



THE MOST RICHLY-DECORATED CHURCH IN CORNWALL: The porch of the church of St. Mary Magdalene at Launceston. The tower, which is the oldest part of the building, stands apart, being connected with the main body of the church by a vestry. Strangely enough, a shop once occupied the site of this vestry dividing tower and church. In 1893 the church underwent a very careful restoration.

with the Middle Ages, and this church is typical of many St. Chad's belongs to the years 1790-92.

On right—

A TYPICAL PARISH CHURCH IN THE HEART OF ENGLAND: St. Michael and All Angels, Ufton, Warwickshire. It was built mainly in the 14th century.

must be repaired by the old methods if they are to keep their beauty and not be distorted and deformed. The lack of masons and other craftsmen is one of the most serious difficulties in the way of success.

The change in building practice has also had an unfortunate effect on the architectural profession. Young architects have largely ceased to study the masterpieces of the past. That inferiority complex which drives men to decry the achievement of their fathers is hard to conquer. It therefore comes about that when there is most need of skilled direction and that knowledge which alone can make for conservative and economical repair, these things are lacking.

The Report makes a strong plea for the education of both architects and craftsmen in the work of repair. There are signs that the need is becoming recognised and interest in these things is reviving in the younger generation. Cathedral workshops afford valuable centres for study, and there are still firms of builders, especially in country districts, where the tradition of craftsmanship is alive. It is not too late for this troubled age to learn that the feverish search for new and untried expedients is a poor exchange for the wisdom that can be gained from the wells of human experience.

The Commissioners will have achieved something of real value if their Report manages to ensure that our churches are regularly inspected. Periodical inspection by qualified architects is essential if the beginnings of trouble are to be prevented from growing into serious problems. The Report recommends inspections at least every five years, and more frequently where possible. But it recognises that the keen solicitude of everyone who cares for their parish church must be aroused. "Every week," it says in its advice to incumbents and churchwardens, "take a walk round the church, inside and out, to see that the interior is kept clean, warm and well ventilated, and that all gutters and waterways are clear. Make this a matter of strict routine, say after morning service, each Sunday." In other words, we should be just as careful of our church buildings as of our homes, and be on the look-out for all signs of trouble. In this way heavy expenditure can be saved and measures taken in good time.

The methods of raising the money required to overtake the arrear of repair during the next ten years are fully discussed in the Report. The ultimate machinery to be adopted will be decided by the Church Assembly. Meanwhile, it behoves us all to study the problem and take its lessons to heart, resolving that our churches, and the wealth of art which they contain, shall not be lost to posterity by any failure in its duty by the present generation.

GIPSY OR FELLOW TRAVELLER?

The Problem of Differentiating Between the True Nomad and the Temporary Residents of Countryside Compounds

By BRIAN VESEY-FITZGERALD

"GIPSIES" are in the news. Dr. Hugh Dalton, in the House of Commons just before the General Election, in answer to a question by Mr. Norman Dodds, said that he hoped "to arrange for a survey of the whole gipsy problem to be made." The matter arose because Mr. Dodds was very concerned (and rightly so) about living conditions in the big encampment known as Corkes Meadow, at St. Mary Cray, near Dartford. (In fact, I believe this encampment is just within the boundary of a neighbouring constituency. Be that as it may, there can be no doubt whatever that conditions in this encampment, and in the near-by one known as Belvedere Marshes, in the Erith area, are quite appalling. Mr. Dodds deserves every congratulation for bringing the matter to public notice.) As one result of Mr. Dodds's efforts, the Kent County Council, through its Planning Department, has been conducting a survey of the whole problem as it affects the county. The matter was made the more urgent for them because last autumn some families were evicted from Belvedere Marshes, and because Corkes Meadow is shortly to be taken over by the London County Council for industrial development.

The problem is, of course, not confined to Kent. It is a national problem. For some years past there has been an increasing tendency to use caravans as permanent dwellings, and a large number of caravan sites up and down the country have become permanent settlements. Moreover, in many cases this development of permanent settlements has been quite illegal. It has proved difficult, and often impossible, to check the settlements, for even where there are powers, the housing shortage makes it quite impracticable to enforce them.

But, though the problem is a national one, the Kent survey is of the utmost importance. It is regarded as a "pilot" survey and has been given some assistance by the Ministry of Local Government and Planning because the Ministry believes that the findings in Kent will be of great value when it comes to dealing with the problem in the rest of the country. I am not sure that other counties take very kindly to the suggestion that this Kent survey is a "pilot" survey, but I am quite sure that the Ministry is right to regard it as such. For the Kent authorities are the first, to my knowledge, to go into the matter really thoroughly and to draw distinctions between the various types of people living in these encampments. It is true that some other counties have already made surveys, but all of them, so far as I am aware, have considered the problem only from the one aspect—that of caravans being used as permanent dwellings. They have been concerned with the permanent settlement situation rather than with the type of people in the settlements. These have all been lumped together as "gipsies." Kent alone has drawn the distinction between gipsies and "other travellers."

This tendency to lump together as "gipsies" all poor people living in caravans, tents, tin shacks, and so forth, is very old. But it may be said to have received some official sanction with the Report of the New Forest Committee. The four gentlemen who formed that Committee visited the compounds in the New Forest and were horrified. This is not to be wondered at. The compounds in the New Forest are terrible places—the conditions are truly dreadful—and it is to be doubted whether any one of the four had ever had any personal experience even of so high a form of sanitation as an earth closet. Their report contained this paragraph:

> In the gipsies we meet a problem of more than local significance, but it must be understood that the observations which follow are confined to the Forest gipsies and have no application to communities elsewhere, whose origin and development may be widely different. While the standard of living throughout the country is being steadily raised, a group is allowed to live in the Forest which has hardly reached the standard of the Stone Age. The gipsies, it is true, have not been heard in their own defence, but we have visited their camps and we should hesitate to describe them in detail. Even the picturesque element which appeals to the imagination of their defenders is here entirely lacking. Whatever may have been the case in earlier times, those of to-day show little of the true Romany strain and a very few only maintain the old Romany way of life with its comparatively high standards. They have no headman to control them.

That pronouncement hit the headlines in the Daily Press. Or, rather, the bit about the Stone Age did. It can, with truth, be said that the conscience of the nation was shocked. It can, with equal truth, be said that the compounds are the same to-day as they were in 1947, when the Committee reported.

That Committee did not call any of the inhabitants of the compounds to speak in their own defence. Nor did they call on a single person with knowledge of gipsies to give evidence before them; even though they seem to have had a suspicion that the people in the compounds were not Romanies they were content to describe them as gipsies. And that was a department committee!

In fact, the population in the compounds at that time was approximately 411, and of these not more than twenty-eight had any Romany blood at all. And most of those had very little. These people are "squatters," but they were called "gipsies" just the same. There has been the same tendency to "lump" all over the country—except in Kent.

The gipsies are a race apart. And no race, except perhaps the Jews, is so widely distributed over the face of the earth as the gipsies. It is not known for certain when the gipsies first came to Britain. The first mention of them by that name is in the accounts of the Lord High Treasurer for Scotland under the date April 22, 1505, and this does no more than indicate that they were in Scotland before that date. They have been here ever since. Very harsh laws have been passed against them at different times, and great numbers have been deported in the past. But the gipsy has stuck, and while many left (or were made to leave), others have come in—there are, in this country at the moment, Greek, German and Rumanian, a few Polish and a few Spanish gipsies. In the face of very considerable persecution they have maintained a way of life, and many of their ancient customs and their language. Modern economic conditions are beginning to break down some of the customs, and in some cases the language is now far from pure, but the gipsy is still recognisably a gipsy—and a nomad.

Yet comparatively few people can recognise a gipsy at sight. The tendency to lump is not confined to Civil Servants and Members of Parliament. It is common to Englishmen—and particularly, as one would expect, to townsmen—in general. (Curiously enough, most Welshmen are able to recognise a gipsy as such, and so are most old countrymen of the farm-worker type. You will find that such men invariably distinguish between Romanies and *diddikais* (pronounced diddecoys), and between *diddikais* and mumpers.)

It is not as simple as that. The very large group of nomad and semi-nomad people living in this country may be divided into five main groups, with one very important sub-division. These groups are: gipsies, showmen, travellers, pitchers and tramps.

Showmen include circus folk—circus folk and gipsies are the aristocracy of nomad life—and all those who work professionally on the fair-grounds for the entertainment of others. (You will, by the way, find very few gipsies in the circus or on the fair-grounds.)

Next comes the very large group roughly designated, by those in the know, as "travellers." This is the group that requires sub-division. For convenience sake, it is often made to include gipsies, but more properly it should be divided into a top group, consisting of *posh-rats* (half-bred gipsies, living in the true gipsy fashion and observing gipsy customs, and keeping apart from other nomads on the road except true gipsies. *Posh-rat*, by the way, does not mean what it would mean if it were pronounced as two English words! *Posh* is Romanes for "half," and *rat* means "blood": *posh-rat* means "half-caste." And *posh-rats* are often more gipsy than the true gipsies.) Below this group comes a big body made up of *diddikais* (people with some gipsy blood, but observing few, if any, of the true Romany ways of life), tinkers, mumpers and potters. I have not the space to go into the differences between tinkers, mumpers and potters. There are now no potters and tinkers in the South of England. There are plenty of mumpers.

The pitchers include grafters, crocuses, dips, mops, hucksters, griddlers, kerbstone artists, and so forth. None ever has any gipsy blood. Many, as do many mumpers, live in these settlements. Tramps are just—tramps.

It will be seen that nomad society is just as complicated as static society. It is also as class-conscious.

The true gipsy is to-day, as he has always been—and this is also true of the vast majority of *posh-rats*—a nomad throughout the year. A few have taken to entering settlements for the winter, leaving as soon as the weather brightens, though there have always been one or two "giperies" in towns such as Manchester and London. I would be very far from saying that the true gipsy has no faults. He lies and cheats and does a fair amount of petty thieving, picking up the unconsidered trifle here and there—but these are faults that are to be found among Englishmen as well. He does not go in for major crime. He is, almost always, an expert poacher. Against this he has very high standards of personal cleanliness and his morals in sex matters put ours to shame. He is a member of a dying race—at least so far as England is concerned. Economic conditions are killing his way of life. While he is allowed to lead a nomadic life, he is a man with self-respect. When he is driven into towns he gravitates inevitably into circles with very different standards. The result is usually disastrous.

This view of the nomadic gipsy is widely held among country people. Unfortunately, the sympathy extended to the true gipsy is often also extended to the lower grades of traveller, to mumpers. Describing all the people in the settlements as gipsies has done the gipsy a great deal of harm.

There are now very few gipsies in England. My own estimate, which would include *posh-rats*, would be about 7,000 for the whole of the country. It should not be beyond the wit of our administrators to find a way for them to continue their traditional way of life.

The best thing about this Kent survey (which I, personally, find excellent in every way) is that for the first time a distinction has been drawn officially between gipsies and travellers. The "gipsy encampment" at St. Mary Cray is, on examination, found to include only eleven people of Romany blood. The total population in the encampments in Kent is approximately 909, and of these the investigators have decided that only 124 are of Romany blood. And these people, it has been found, live in these encampments in quite a decent way. When it is realised what the conditions in these camps are, that is high praise indeed. Those interested in the Romany way of life, are grateful indeed for the patient inquiry that has been conducted.

There remains, of course, the problem of the encampment. Nobody, knowing the conditions in these places—not only in Kent, but in the New Forest, in Surrey in Lancashire and elsewhere—can have anything but the deepest sympathy for the people, the majority of them decent, simple people, compelled through force of circumstance to live in them. But that is not a gipsy problem. At bottom it is a housing problem.

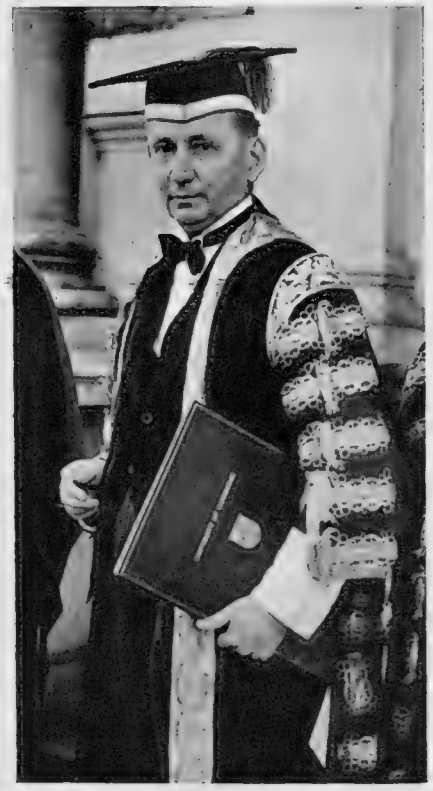
The gipsy problem is different. It is a problem not of settlement, but of movement. It is good news, indeed, that the Kent authorities, having completed their survey of the winter situation, are now to investigate the problem posed by summer movement.

AN ENCAMPMENT OF "MODERN" GIPSIES IN THE NEW FOREST: In their report on conditions in the area, the members of the New Forest Commission, set up to investigate into conditions in the Forest, have rather inclined to group all people living in tents, tin shacks, and so forth, as gipsies. They say that the picturesque element which appeals to the imagination of their defenders is entirely lacking.

DOWN IN THE KENTISH HOPFIELDS: A member of the Romany family of Coates buys tomatoes from a neighbouring farmer. The value of the gipsies' itinerant labour is well realised by the hop-growers.

DELEGATIONS TO THE PALACE

Representatives of the Church of Scotland, the Roman Catholic Church in Britain and the Universities Present Loyal Addresses to the Queen



ON THEIR WAY TO BUCKINGHAM PALACE TO PRESENT LOYAL ADDRESSES TO THE QUEEN UPON THE OCCASION OF HER MAJESTY'S ACCESSION : *Left*—The Duke of Norfolk seen leaving Archbishop's House, Westminster Cathedral, when he accompanied a delegation of leading Roman Catholics to Buckingham Palace. *Right*—Marshal of the Royal Air Force Lord Tedder, Chancellor of the University of Cambridge, on his way to present the Loyal Address on behalf of the University. The deputations presenting the Addresses were introduced to the Queen by the Home Secretary and the Secretary of State for Scotland.

THE DEPUTATION FROM EDINBURGH UNIVERSITY : The five visitors from Scotland are, from left to right (front row), Sir Alexander Fleming, Rector of the University ; Sir Edward Appleton, Principal ; and Professor T. J. Mackie ; (back row) Mr. George Robertson and Mr. Charles Stewart, Secretary. The Address was presented by the Duke of Edinburgh, Chancellor of the University.

THE RETIRING MODERATOR OF THE GENERAL ASSEMBLY OF THE CHURCH OF SCOTLAND IN COMPANY WITH THE OTHER MEMBERS OF THE DEPUTATION : Dr. W. White Anderson (centre) presented the Address before the opening of the Scottish Church Assembly. Also in the picture are : Mr. D. B. Bogle, Law Agent ; J. Randall Philip, Q.C., Procurator ; Rev. Thomas Caldwell, Principal Clerk of Assembly ; Rev. William MacNicol, Deputy Clerk ; Rev. W. Roy Sanderson ; and Bailie F. H. N. Walker.

THE MEMBERS OF THE ROMAN CATHOLIC HIERARCHY IN GREAT BRITAIN WHO WENT TO THE PALACE ACCOMPANIED BY THE DUKE OF NORFOLK : The four premier Roman Catholic Archbishops are, from right to left, Archbishop Downey, of Liverpool ; Cardinal Griffin, of Westminster, ; Archbishop McGrath, of Cardiff, and Archbishop Masterson, of Birmingham.

THE DELEGATIONS FROM ABERDEEN AND GLASGOW UNIVERSITIES : *Left*—**The Chancellor of Aberdeen University, the Right Hon. Thomas Johnston ; the Principal, Dr. T. M. Taylor ; the Rector, Mr. Jimmy Edwards, and the Secretary, Lieut.-Colonel H. F. Butchart, seen leaving the Caledonian Club, Halkin Street, S.W.1.** *Right*—**On the steps outside the Athenæum Club in Pall Mall are the Rector of Glasgow University, Dr. John MacCormick ; the Chancellor, Lord Boyd Orr ; and the Secretary, Dr. R. T. Hucheson. Other universities represented at the Palace were Oxford and St. Andrews. The Deans of Westminster and of St. Paul's also presented Addresses.**

UNITS OF THE HOME FLEET ASSEMBLED IN PORTLAND HARBOUR DURING PREPARATIONS FOR THE SUMMER EXERCISES : In the foreground are the Fleet Anti-submarine Escort Destroyers *Battleaxe* (left) and *Broadsword*. Other ships which assembled in the harbour included the Flagship *Vanguard*, the aircraft-carriers *Indomitable*, *Implacable* and *Indefatigable*; the cruisers *Superb* and *Swiftsure*; the fast minelayer *Apollo*, and ships of the 4th and 6th Destroyer Squadrons. For the first month of the exercises many of the ships are remaining at Portland for training duties, and the 6th Destroyer Squadron is continuing its training at the Joint Anti-submarine School, Londonderry. The *Swiftsure* will proceed to Cape Wrath early in June to carry out bombardment practice. All units will then join up for sea exercises in mid-June, and subsequently will visit the ports of Continental N.A.T.O. countries, returning to England in July.

THE HOME FLEET ASSEMBLES

At Portland Before Sailing for Summer Exercises and for Visits to N.A.T.O. Countries

On left—

THE FLAGSHIP OF THE HOME FLEET : H.M.S. *Vanguard*, Britain's mightiest battleship, is wearing the flag of the Commander-in-Chief, Admiral Sir George Creasy. Rear-Admiral Casper John, Flag Officer, Heavy Squadron, is flying his flag in the aircraft-carrier *Indomitable*. At the end of the exercises, when units of the Fleet visit seaside resorts, *Vanguard* will call at Torquay.

THE FLEET AIRCRAFT-CARRIER H.M.S. "INDEFATIGABLE," WITH THE ZAMBESI-CLASS DESTROYER "MYNGS" SECURED ALONGSIDE HER, IN PORTLAND HARBOUR: This aerial view of the 26,000-ton carrier gives some idea of the vast area of the flight-deck, and shows the two aircraft lifts lowered to hangar-level. Stationed at intervals along the flight-deck are squads of men engaged as working parties in preparing the ship for sea. The *Indefatigable*, together with the *Indomitable*, form the Training Squadron.

A DISTANT PROSPECT OF DEVIZES, THE WILTSHIRE MARKET TOWN WHICH DR. BRACEY HAS TAKEN AS THE SUBJECT OF HIS "PORTRAIT": This general view of Devizes from Hillworth shows St. Mary's Church in the centre and St. John's on the right. The avenue of pollarded limes is just visible in St. John's Churchyard. Devizes is unique for a town of its size in having two churches of Norman foundation, the parishes that they serve comprising nearly the full extent of the old borough.

DEVIZES: PORTRAIT OF AN ENGLISH TOWN

An Ancient Market Centre, the Life of the People, and the Problems of Its Commercial Survival in the Face of Competition from Larger Towns and Cities

By HOWARD E. BRACEY, M.Sc., Ph.D.
(Author of *Social Provision in Rural Wiltshire*)
WITH SPECIAL "SPHERE" DRAWINGS BY JACK MERRIOTT

This article by Dr. Bracey could almost be called Devizes For Example, as it exemplifies so much that is virile in English town life to-day, and the extent to which the English towns have their roots in the historic past. Dr. Bracey shows us how Devizes people work and how they spend their leisure, and he shows us, too, some of the economic problems of the country town which in these days of high-speed transport no longer enjoys a monopoly as a market, encountering the competition of the greater towns and cities which lie about it.

WILTSHIRE is one of the less well-known of the counties of Southern England. Motorists from the Midlands may pass through it on their way to Bournemouth. Londoners holidaying in Cornwall and Devon speed over Salisbury Plain, passing within a stone's-throw of Stonehenge. Devizes, in the centre of the county, is a market town and shopping centre, with a population of about 8,000. Industry has always played a very minor role in its development and there are no gaunt woollen mills or rows of mean streets. Tobacco, brewing and brick-making are the only industries which have lasted from the nineteenth century. The tobacco and snuff factory is one of the oldest in the country. Two new industries which arrived during the war still flourish: electrical engineering and the preparation of flax for linen. All these establishments are small, the largest employing about 150 people.

Much of the town is early nineteenth-century, but in the picturesque wood-framed houses of St. John's Alley we get a glimpse of the fifteenth century. Several early eighteenth-century houses have been designated as of exceptional architectural merit by the Ministry of Housing and Local Government. The Museum and Library of the Wiltshire Archæological Society, in Long Street, contain a rare collection of records and "finds," of which those of the Bronze Age are remarkably fine. In the vicinity are numerous barrows, camps and other prehistoric sites.

Devizes is one of the oldest boroughs in the county and early associations are reflected in present-day records and civic observance. Its charter dates from at least 1141. A Merchants' Guild exercised authority over the borough from about 1350 to 1771, and there is an almost complete list of Mayors of Devizes from 1302. Mrs. M. G. Reed, the present Mayor, is the first lady to hold that office. The Mayor strikes an impressive note when on official occasions she is accompanied by two High Constables in morning-coats and silk hats and preceded by the Mayor's officer in scarlet coat and black gaiters. Aldermen include a builder, optician, publican, garage proprietor, teacher and a grocer.

ST. JOHN THE BAPTIST, DEVIZES: The chancel, transepts and tower of St. John's represent some of the finest Norman work in Wiltshire. St. John's was built by Bishop Roger as the church of his castle.

Although Devizes is at the geographical centre of the county it is not well served by public transport services, particularly railway. For this reason, mainly, the County Hall was built at Trowbridge in 1939. It has, however, retained its own Recorder, and Quarter Sessions are held in the Assize Courts, alternately with Salisbury. Devizes is the county headquarters and training school of the Wiltshire Constabulary. There is, indeed, no shortage of uniforms in Devizes, for it is the depot of the Wiltshire Regiment and the Army Pay Corps. In Saturday night cinema queues the khaki of the men from the barracks mingles with the blue of airmen from R.A.F. camps at Upavon, Netheravon and Melksham and Yatesbury.

There is much in Devizes to remind us that from earliest medieval times it has been a trading centre. The market-square, one of the largest in the West of England, is packed on Thursdays with stalls, buses and private vehicles. The Bear Hotel was a well-known coaching inn. The old Town Hall of Queen Anne date, once the cheese market, was supported on piers, the ground floor, now enclosed, being open to the market-place. On market day Devizes is visited by farmers practising widely different kinds of husbandry. A group attending the weekly corn market in the Corn Exchange may include L. A. Colebrook, who has made the twenty-mile trip from Froxfield, on the Berkshire border, J. P. Lawes, who farms at Tilshead, up on Salisbury Plain, or A. G. Stratton, who has a 3,000-acre corn and dairy holding in the Vale of Pewsey. At Agricultural House you may meet the president of the Devizes N.F.U., or J. G. Davis from the intensive market-garden country around Bromham, to the north-west of the town. In the market-place one of the most popular stalls is the one displaying the garden produce of the village Women's Institute. The present

cattle market occupies rather congested quarters behind the Black Swan Hotel, but plans have been laid for more spacious premises. In a side-street, poultry and rabbits are sold, and, finally, in the Shambles, a covered market-hall, are more stalls, fruit, clothing, meat, furniture, a miscellaneous collection typical of most country markets. Important fairs are held on April 21 and October 20, when the sale of horses, cattle and sheep takes place on the Green, where an amusement fair-ground is set up.

Devizes has nearly 200 shops, a figure which is large for its population and underlines its importance as a local centre. There is a large furnishing store and a host of old-established "family" businesses. Multiple provision firms are well represented, and there is, of course, a branch of Woolworth's and Boot's. The special needs of country people are met by such shops as saddlers, seedsmen, hardware merchants, agricultural machinery agents and the like. There is no shortage of tailors and gents' outfitters.

How do Devizes people spend their leisure? Judged by the large number of social organisations, the choice must often be difficult. The most influential women's organisation is undoubtedly the Townswomen's Guild, with 130 members. Constitution and membership are essentially democratic. The president this year is the matron of St. James's Hospital and the committee includes wives of a schoolmaster, agricultural worker, doctor, small tradesman and a police officer. Monthly meetings follow the usual pattern of T.G.s. Business disposed of, the meeting proceeds with a talk on one of a variety of subjects —household equipment, gardening, town councils, etc. Discussion follows, and the evening ends with a social half-hour, a quiz, competitions or singing. An Art and Handicraft Section meets fortnightly. This year two Monday evenings were given over to instruction in flowers and table decoration, followed by two on leather work, one on beauty culture, and so on. On alternate weeks members can attend an old-time dance. A drama section, formed this year, has presented a number of one-act plays and has more ambitious plans for next season. The constitution of the Townswomen's Guild includes as one of its aims the development of an "ability to make decisions on questions affecting the common good." A *most* important decision was taken in 1949, when the Guild founded an Over 60's Club for elderly men and women.

There is no strictly comparable men's social organisation. The British Legion has a larger membership roll, but meets less frequently, and appears to have fewer active members. All meetings take place in a hired hall, since there is no permanent club or headquarters. This undoubtedly reduces opportunities for friendly social intercourse. For the last three summers the Legion has made its presence known by organising a week's carnival programme, culminating in revels on the Green.

The men of Devizes have plenty of other excuses for an evening away from the family. There are the Liberal, Conservative, Labour, Territorial and the Devizes and District Clubs, each with its own premises. Members of the Community Centre can meet any evening for table tennis or darts. The Literary and Scientific Institute adds billiards and snooker to these recreations. Then there is Toc H and a number of old scholars' associations, among which those of St. Peter's and the Grammar School seem particularly active. There are clubs for dancing, photography, shooting, angling, bee-keeping, stamp-collecting, and many other societies catering for special interests. An unusual one is the Lancs and Yorks Society, which during the last four years has brought many "exiles" together. A few organisations demand a second glance. For instance, the Amateur Dramatic Society's twice-weekly rehearsals begin in August. In September a series of one-act plays is given at the local hospitals, the Congregational Church Hall and the Community Centre. Proceeds go to charities. Most voluntary organisations are "hard-up." In Devizes the situation is made more difficult for the Dramatic Society by the dearth of suitable accommodation for rehearsal and public presentations. Twice a year full-length plays are attended by a thousand people, but the cost of hiring the cinema for three nights swallows up most of the takings. Nevertheless, the difficulties of finance, dressing, stage equipment, and so on, are somehow surmounted. The Society has one little "grouse"—Devizes audiences have such a marked preference for farce and comedy.

The Musical and Philharmonic Society occupies a prominent place in Wiltshire music circles. The Society, founded in 1888, has been under its present conductor, F. V. Weaver, for twenty-five years. At least two first-class concerts are given at the Corn Exchange each year—the guest soloist at the spring meeting was Isobel Baillie.

Dancing enthusiasts are particularly well-catered for. Besides the "Gay Nineties" Dance Club, meeting at the Town Hall, there is ballroom dancing at the Corn Exchange every Saturday, and at the Community Centre, old-time dancing on Tuesdays and square-dancing on Fridays.

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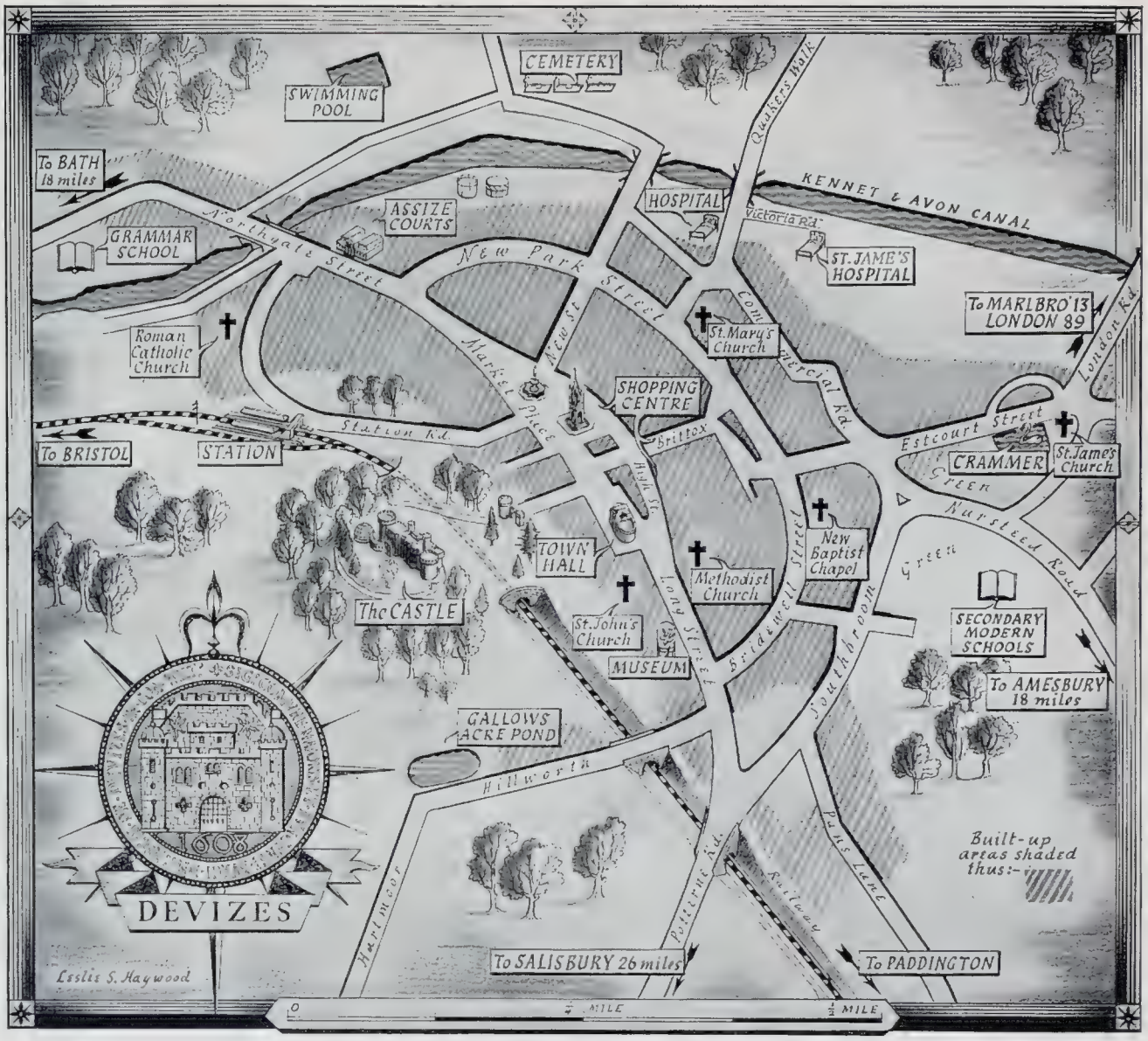
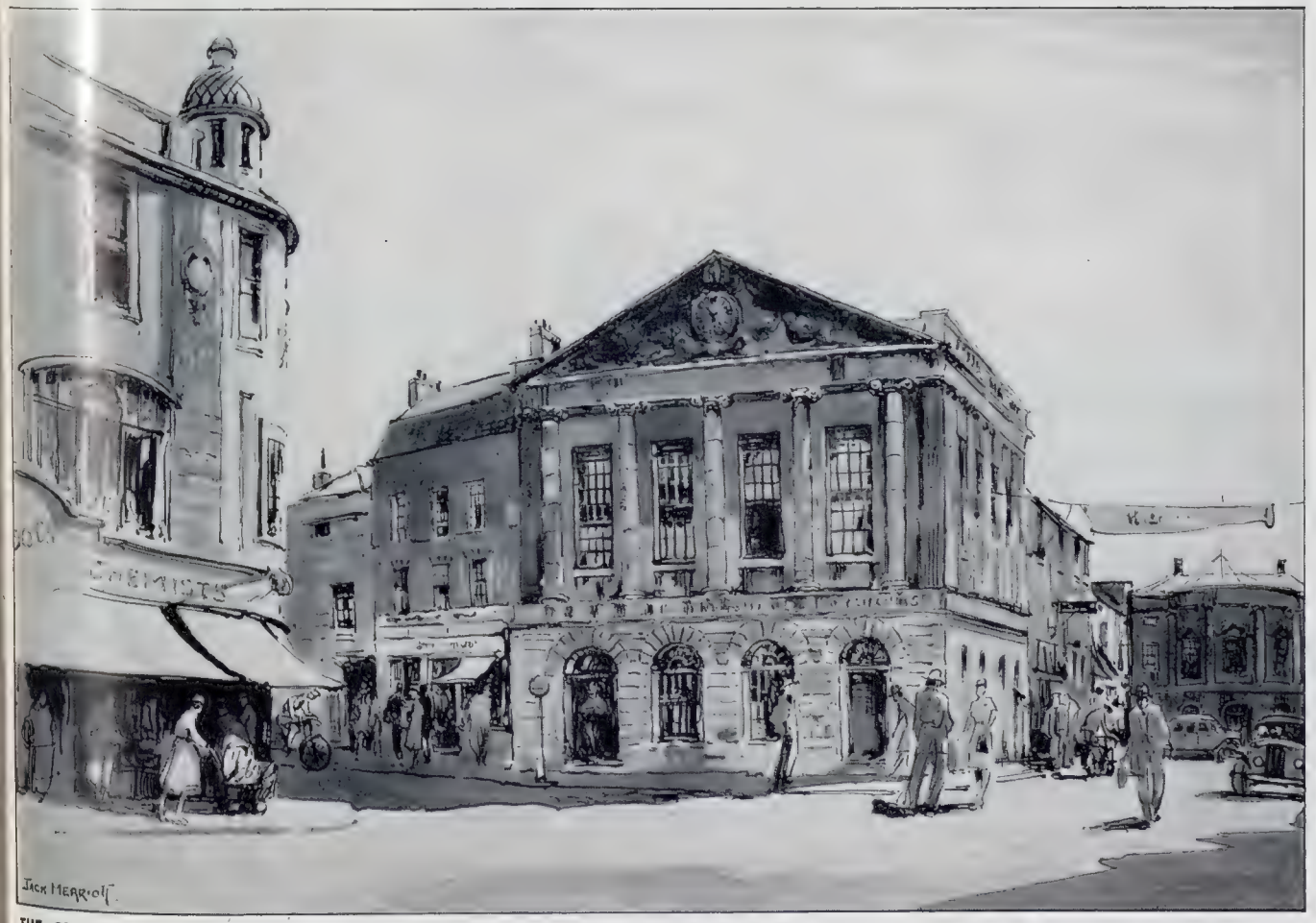


THE BOROUGH OF DEVIZES—A SKETCH-MAP BY LESLIE S. HAYWOOD SHOWING THE MAIN THOROUGHFARES AND BUILDINGS IN THE TOWN, WHICH HAS A POPULATION OF ABOUT 8,000: To the left of the railway stands the Castle, which was built by Roger, Bishop of Salisbury, Chancellor and Treasurer to King Henry I. All contemporary accounts describe the Castle as a place of immense strength. Henry of Huntingdon, in 1139, declared: "There is not a more magnificent fortress in Europe."



THE OLD TOWN HALL, DEVIZES, A FINE SPECIMEN OF QUEEN ANNE ARCHITECTURE: This building, facing the market-place, is now a laundry. The new Town Hall is in the background on the right. The old Town Hall was originally the Cheese Hall, and the lower portion was open to the ground. Later it was the depot for the Militia stores, the messroom of the Devizes Volunteers, and the place for holding the Petty Sessions. It passed into private hands in 1825. The new Town Hall was erected in 1806-8.

BROWNSTON HOUSE, IN NEW PARK STREET—A FINE OLD MANSION STANDING IN THE SHADOW OF ST. MARY'S CHURCH: The tower of St. Mary's is fifteenth century. The church has not such fine Norman work as St. John's, one of the other ecclesiastical centres in Devizes. It has, however, a finer nave with a clerestory. St. Mary's has six bells, the earliest dating from 1663.

DEVIZES: PORTRAIT OF AN ENGLISH TOWN

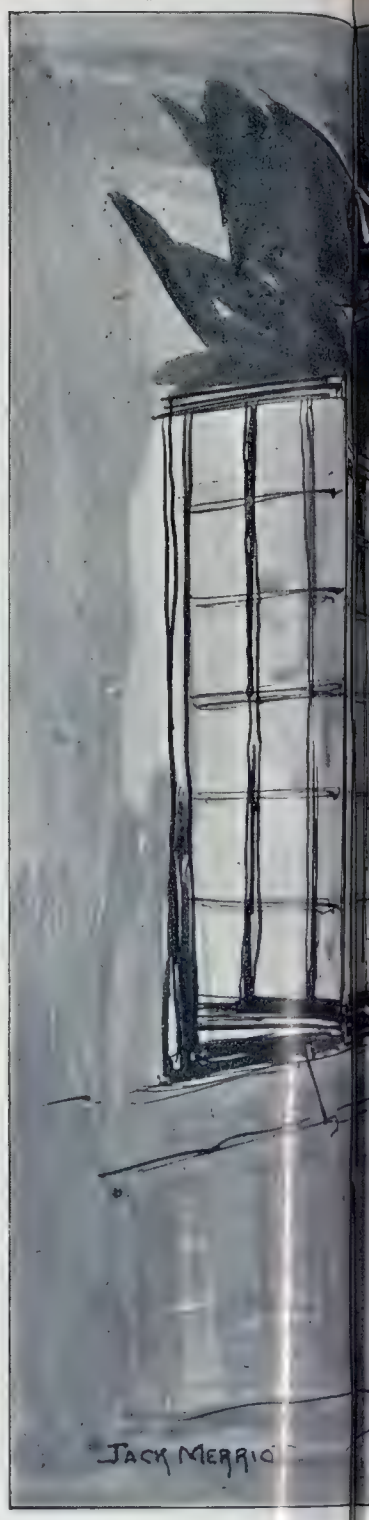
(*Continued from previous page*)

Athletic activities include clubs for tennis, cricket, football (Rugby and Association), bowling, hockey (men and women), swimming and rowing—clubs, in fact, for all types of outdoor activity.

Devizes schools have two major problems—accommodation and transport. A large private estate has been acquired for future school building, and the Southbroom Secondary Modern School is using the house and a number of huts. The Grammar School spills over from its old, cramped quarters to a house on the opposite side of a main road. Pupils, drawn mainly from the Vale of Pewsey and the adjacent hill country, travel to school by bus, train and specially chartered vehicles. In the evenings the Southbroom School becomes the Further Education Institute, where the word education is interpreted wisely. Besides the more usual classes, we find in the timetable lip-reading (for the hard of hearing), instrumental music (strings—beginners and advanced), farm management and car maintenance. Some classes are run in village halls, and those at the main institute include people from outlying villages. The local committee responsible for Further Education aims to develop these links with the rural area and with other institutes, but evening inaccessibility acts as a strong deterrent.

Each winter for the last twenty years a small group of people has attended lectures organised by the W.E.A. on international affairs, Wiltshire history, economics, etc., given by tutors from the University of Bristol. It is discouraging that not more than twenty people come along to the local school where the meetings take place.

At Urchfont Manor, a few miles from Devizes, the Wiltshire County Council has set up a College for Residential Adult Education, an experiment which is making itself known even beyond the county boundary. Small groups of people stay at the Manor for varying periods up to a fortnight for courses of lectures, discussion and field work of an informal type.



DOMESTIC ARCHITECTURE IN DEVIZES—TWO ATTRACTIVE OLD BUILDINGS IN THE WILTSHIRE TOWN: *Left*—Lansdown House, in Long Street, with its handsome portico. *Right*—No. 17, Market Place, another of the many houses of seventeenth- and eighteenth-century date which add to the beauty of Devizes. Several of the early eighteenth-century houses in Devizes have been designated as of exceptional architectural merit by the Ministry of Housing and Local Government. Much of the town, however, belongs to the early nineteenth century.

ST. JOHN'S ALLEY, DEVIZES—OLD WOOD-FRAMED HOUSES OF THE FIFTEENTH AND SIXTEENTH CENTURIES NEAR THE TOWN HALL: These are the oldest buildings in the town that remain unaltered. Until well into the nineteenth century Devizes retained many of its gabled and thatched dwellings, but only scattered traces of these remain. There are, however, a number of houses of seventeenth- and eighteenth-century date with interesting exteriors, among them Brownston House, in New Park Street, and No. 17, Market Place, which are illustrated on the page opposite.

There are two churches of Norman oundation. St. John's, hard by the Castle, contemporary with the first stone castle uilt by Bishop Roger in 1120. The chancel, ransept and tower are original Norman. t. Mary's, the church of the townspeople, has ot such fine early work, but its fifteenth-entury building is better. St. James's, ifteenth century, and St. Peter's, nineteenth entury, have less interesting architectural eatures.

All the churches have mid-week social ctivities. At St. James's, for instance, is an .Y.P.A., a Men's Society, a Young Mothers' roup and a Boys' Club, which also runs foot-all and cricket teams. The clergy and embers of the Church in Devizes would mphasise, however, that its main influence exercised through its Sunday services. In country town it is possible to make and aintain contact with the majority of people nd organisations through Sunday schools, Bible classes, baptisms, weddings, sickness nd ordinary visiting.

Nonconformity has deep roots in Devizes, eaching back to the Lollard revival in Tudor imes, which supplied its local martyrs. The ld Baptist Chapel descends from the first on-conforming congregation, formed about 645, and attended by Commonwealth troops hen in occupation of the town. The New Baptist Church derives from the congregation f the Rev. John Shepherd, a Presbyterian, ho was installed at the Parish Church of t. John during the Commonwealth and jected in 1662. Methodism began with John Wesley's visit in 1747, and the Congregational hurch was born in 1772, of the Evangelical evival and the work of Rowland Hill.

Despite the current decline in church-going, the Free Churches of Devizes are igorous. Sunday schools and women's meet-ngs are well maintained, and young people specially catered for. The Methodist Guild ourishes; the Baptist Boys' Brigade does

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A GROUP OF OLD GABLED HOUSES IN MARKET STREET: The white house on the right, across which the sunshine falls so pleasantly, stands at the entrance to the Brittox, the thoroughfare which links the Market Place with New Park Street.

DEVIZES:

PORTRAIT OF AN ENGLISH TOWN

(*Concluded from previous pages*)

fine service for lads; and at the Congregational Church a Young Wives' Guild is a promising fellowship. For sixty-five years the Salvation Army has been at work in the town. Between the Free Churches there is much goodwill and co-operation. Indeed, the most striking fact about the religious life of Devizes to-day is the increasing fellowship and unity between long-separated bodies. The Fraternal of clergy and ministers meets regularly for common counsel, and fosters united witness and joint action. In the civic week of 1951, in connection with the Festival of Britain, the churches had a striking exhibit in the Town Hall, a short daily service (alternately in the Parish and Methodist Churches) and a memorable civic service on the Sunday. A big united service is held on the last Sunday night of the year. On Good Friday Anglicans and Nonconformists join in a procession of witness and service.

Devizes has been the headquarters of the Roman Catholic community in Central Wiltshire since the Mission was established in 1860. Services are conducted in Roman Catholic chapels at Wilcot, near Pewsey, West Lavington, R.A.F. Upavon, and Devizes Barracks. Three schools are maintained, Infants, Senior and the High School, and many pupils travel from Marlborough and villages in East Wiltshire. The Knights of St. Columba and the Catholic Women's League arrange social events, annual fete, Christmas bazaar, monthly socials and weekly whist drives, most of which take place in St. Joseph's Hall. Equipment, billiards, table tennis, etc., is put to good use by the mixed Youth Club.

There are a score of youth organisations, Boy Scouts, Boys' Brigade, Girl Guides, Red Cross, Young Farmers', dancing clubs, junior athletic clubs, youth clubs, Young Conservatives and Labour Youth Clubs.

Let us look at one or two of these.

Every Monday evening at 5.30 p.m. Brownies of the 2nd Devizes Pack meet at the Guide Hut. On Tuesdays their place is taken by the 1st Brownie Pack. Another pack meets at St. Joseph's Hall on Wednesday. At these meetings you will find enthusiastic groups of youngsters learning how to bandage a cut finger, cooking a simple dish or playing some familiar game. The older girls in the 2nd and 3rd Devizes Girl Guide Companies meet on Fridays. At the moment every spare minute of these youngsters' time is being devoted to preparation for competitions at the County Rally at Bowood Park in June. The chief problem facing the Devizes organisers is one frequently met in youth work—the recruitment of suitable leaders. A great asset is ownership of an excellent hut.

THE CRAMMER POND: This pond is picturesquely situated between St. James's Church, Devizes, and the Green. It is frequently the resort of swans, which fly over the town to it from the near-by canal. There is no record as to why it is called Crammer, but it has been suggested that the name is derived from the Anglo-Saxon word "Krames," a word applied to the arcades of booths, such as are seen erected at the fairs still held on the adjoining ground.

Something happened to the Boy Scout movement in Devizes recently. For over forty years there has been one Scout troop in the town. In the last two years two more groups have been formed. Even now, boys are only admitted if they have been through the cub packs, which, incidentally, have a long waiting list. The present strength is 80 Cubs, 100 Scouts and 20 Rovers. Devizes Scouts are lucky. Their headquarters is in a well-equipped hall standing in its own grounds, the gym team has a high reputation for its public displays, and much of the week-end camping is done by canoe on the canal. It was four Devizes Rover Scouts who first made the journey by canoe from Devizes to Westminster by way of the Kennet-Avon Canal, and started the Easter race over this course which has become a national event. The Rover crew are busy refitting a motor cabin-cruiser. No wonder there is no recruiting problem.

THE ANNUAL SPRING FAIR ON THE DEVIZES GREEN: The Green lies on the eastern side of the town, formerly a portion of the Southbroom estate. It was acquired in 1899 from a private owner.

You have to be keen to remain in the Red Cross Cadets, for three avoidable absences mean loss of membership to make room for someone on the waiting list. Examinations are taken in First Aid, Home Nursing, Mothercraft, etc., and talks and demonstrations take place in the Red Cross Room, which has a bed, stretcher and first-aid and nursing equipment. Tuesday evenings, however, usually end with a sing-song, impromptu play, or some such spontaneous entertainment. The present members are musical. At Christmas carols are sung in the streets and wards of the hospital and the old people's home. This year they have entered for the Wiltshire Musical Festival. The patients and staff of the Devizes Hospital look forward to each week-end, when the three cadets on duty, in their bright blue overalls and "Sister Dora" caps, smilingly carry meals and messages and make themselves thoroughly useful. But June 7 will be the red-letter day for thirty-two Red Cross Cadets when their unit is inspected by Princess Margaret.

Youth clubs cater for those who are not attracted to uniformed organisations with closely-drawn patterns. Typical of them is the Northgate Club at the Congregational Church, which is open four nights a week. Its 50 to 100 members are drawn mainly from the ranks of shop assistants, apprentices and errand boys. The club fields a football eleven and has distinguished itself at table tennis. A strong team spirit has been fostered. Those concerned with the training of youth recognise the place and need for clubs of this kind, but with the leaders of the Northgate Club, many will confess to feelings of disappointment that, while the appeal of recreation is so strong, meetings of a more serious nature are not better supported.

There is, of course, a Young Farmers' Club which meets fortnightly for lectures, demonstrations and films. The summer programme is mainly concerned with outdoor activities and the major preoccupation at the moment is the County Rally, at which teams have been entered for

THE MARKET-PLACE OF DEVIZES FROM THE AIR: The old Town Hall, now used as a laundry, is seen just beyond the Market-Place, with the new Town Hall still farther in the background. The Market-Place, one of the largest in the West of England, is the site of the weekly market, held on Thursdays, as shown in the drawing on the following page.

THE THURSDAY MARKET—A BUSY SCENE IN THE MARKET-PLACE OF DEVIZES, SHOWING THE STALLS WHICH ARE ERECTED THERE FOR THE DAY: In the centre stands the cross erected by Viscount Sidmouth, who as Mr. Addington was Recorder of the town for many years as well as its Member of Parliament. On one of the panels of the cross is recorded the tragic end of Ruth Pierce, who dropped dead when swearing by Almighty God that she had not cheated two of her fellow-citizens.

stock-judging, farm valuations, etc. The Devizes organisers are disappointed that they have fewer than forty members, most of whom are sons and daughters of farmers. There are few farm workers. This may be explained in part by the difficulty of returning to village homes by bus later in the evening.

The number and effectiveness of all these social organisations, youth and adult, are above the average for country towns. The work of the churches and the success of independent organisations suggest initiative and diligence. Members include factory workers and clerical workers, shopkeepers and professional men, workers at the county mental hospital and the barracks, and a fair sprinkling of retired professional men. Some of the success must be due to the considerable variety of occupation, experience and social background of its townspeople.

As a market centre Devizes is facing a problem which is national, yet can only be solved locally. Modern transport has made it possible for everybody to cover greater distances. In the struggle for customers, big market towns which can offer a greater variety of services usually win. Now, in the main, the services of a market town are used by country people only on market-day and Saturday, but services must be available for six. The daily custom of the townspeople of a market centre of 30,000 people, e.g., Salisbury, gives sufficient "spread-over" of trading to allow reasonable standards to be maintained throughout the week. In smaller places, like Devizes, there are barely sufficient townspeople to make full-scale trading profitable for everybody on the slack days. Experience demonstrates that as soon as standards fail to keep apace with those of neighbouring centres then custom is lost. Farmers and shoppers no longer deal automatically in the nearest market town. They choose the place where they can get the best articles, and prices. If they are still not satisfied they use the telephone and order elsewhere. Mail-order business is considerable in country districts.

Old coaching inns and livery stables remind us that in many country towns local trading was once supplemented by the considerable custom from passing travellers. Few of us realise how much we spend in casual purchases as we go about the country. The supplementary importance to a small country town of the total of all occasional purchases by motorists passing through on business or pleasure is considerable. But narrow streets get congested on busy days and local councils are driven to segregate vehicles in car parks away from the centre of the town and to erect diversion signs. Using the latter, it is possible to pass through Devizes without seeing more than a dozen shops. This is fine for the motorist in a hurry, but may not be good for the town as a whole. Devizes depends on service for a livelihood. Its two nearest competitors, Trowbridge and Chippenham, have larger industrial populations; both are extending their market facilities. Salisbury, in the south of Wiltshire, is also a powerful rival. While people usually continue to visit the family doctor and family solicitor, their shopping and marketing habits are subject to rapid fluctuations in response to accessibility, range of services and facilities, and the personalities of the people providing them. Good bus services are essential. A good Woolworth's is worth ten banks. A good auctioneer is above price. As a service centre Devizes, like many similar country towns, is operating near the limit of profitability, and to retain its historical position as the market town and shopping centre of Central Wiltshire it cannot afford to lose a single customer and must strain every effort to draw new trade and custom.

LOOKING FROM THE CASTLE GROUNDS ACROSS THE RAILWAY TO THE MARKET-PLACE: During the civil war between Stephen and Matilda, the Castle was the scene of stirring events, and it changed hands between the contending parties more than once. In the more peaceful times which followed, it became a royal residence, being visited by the Plantagenet Kings for the sake of the hunting in the neighbourhood. Later, it became part of the dowry of England's Queens.

ROYAL VISITORS IN THE GROUNDS OF THE ROYAL HOSPITAL AT CHELSEA, WHERE THE ROYAL HORTICULTURAL SOCIETY'S SPRING SHOW PROVED AS GREAT AN ATTRACTION AS EVER: *Left*—The Queen and the Duke of Edinburgh admiring the well-ordered flower-beds and vegetable plot in the garden, suitable for a prefabricated house, prepared by the Women's Voluntary Services. Her Majesty carried an umbrella, but her tour of the exhibits was interrupted by only one shower on an otherwise smiling day. *Right*—The Queen Mother admiring the rock garden laid out by Whitelegg's. It was round the rock gardens that the crowds gathered in greatest numbers, and in these gardens several landscape-gardening firms created superb examples of their craft. Coinciding with the opening of the show came the news that the Royal Horticultural Society's fellowship now stands at over 40,000. The fellowship is greater than at any time in the Society's history, and the largest, it is said, of any horticultural society anywhere in the world.

THE GREAT CROWD ADMIRING THE ROCK GARDENS ON THE OPENING DAY AT CHELSEA: These gardens were arrayed along the southern, embankment end of the Royal Hospital grounds, as ever transformed in remarkable fashion for the occasion. It was difficult to believe that they had all been brought into being in a few days.

A VINTAGE YEAR IN CHELSEA

The Queen and the Queen Mother Visit the Royal Horticultural Society's Spring Show in the Royal Hospital Grounds

VEGETABLES AND FLOWERS IN ABUNDANCE: *Left*—A display of vegetables in one of the marquees, an exhibit by Toogood of Southampton. *Right*—A floral exhibit by Carter's of Raynes Park. Hardy flowers had profited by the recent warm weather, and there were many fine exhibits of peonies, Russell lupins and modern delphiniums.

A ROCK GARDEN WITH WATERFALL AND ROCK PLANTS BESIDE THE POOLS: This superbly naturalistic effect was also the work of Whitelegg's, among the prominent exhibitors at the Chelsea Show.

A REPLICA OF A FOURTEENTH-CENTURY SPANISH GARDEN OF GRANADA: This was the work of the Spanish Landscape and Garden Lovers' Society. Cascades of water descending upon the central pool lent an air of freshness to the scene. Flanking the pool was typical Spanish tiling.

LADY LEESE ARRANGING CACTI AND SUCCULENTS: These exhibits came from the Worfield Gardens, Bridgnorth. Sir Oliver and Lady Leese have made horticulture their special interest since the former's retirement.

A PLEASANTLY-DESIGNED INFORMAL GARDEN AT THE SHOW: This garden, designed by Ian G. Walker, is recommended as being inexpensive to create and easy to maintain. The wall seen in the background is the dividing-wall between the Royal Hospital South Grounds and the Ranelagh Gardens.

TWO CONTRASTING GARDENS FOR THE SMALL HOME: *Left*—A terrace garden designed by Ralph Hancock, and (*right*) a rock and woodland garden with attractive waterside plantings, the work of Wallace of Tunbridge Wells. Most of the exhibitors at the show made ingenious use of the existing trees of the south grounds of the Royal Hospital.

CHARTWELL BESIEGED

MORE THAN 5,000 PEOPLE VISIT THE PRIME MINISTER'S HOME NEAR WESTERHAM, KENT

While Mr. Churchill was under siege in the House of Commons on the Transport Bill, Mrs. Churchill and her daughter, Mrs. Christopher Soames, were besieged by transport and by visitors when the Premier's home at Chartwell was opened to the public last week on behalf of the Y.W.C.A. Visitors sat in Mr. Churchill's favourite chairs, looked at one of his paintings in the sunny studio, saw the brick wall which the Premier built with his own hands, and for all these pleasures the total cost per visitor was a humble florin to aid a worthy cause.

It was in 1922 that Chartwell, the 80-acre estate near Westerham, became the country house of Mr. Churchill, and it was there that he built a studio for the practise of his hobby of painting. In 1946 a group of friends bought the house and estate, with a view to presenting them to the National Trust after Mr. Churchill's lifetime.

MR. WINSTON CHURCHILL'S HOME IN THE GARDEN OF ENGLAND: Chartwell Manor, which was recently opened to the public on behalf of the Y.W.C.A., 5,000 people paying 2s. each to tour the house and grounds of Britain's Prime Minister. Chartwell has 80 acres of grounds, and over these the visitors roamed at will.

WAITING TO PAY THEIR TWO-BOBS: Visitors to Chartwell queueing up outside the entrance, where their admission fees were taken. Nearly 100 coaches arrived at Chartwell for the day, and visitors' cars were parked along two miles of lanes in the vicinity of the Prime Minister's house.

THE LOGGIA AT CHARTWELL: The frieze round the wall depicts some of the victories of the Duke of Marlborough, Winston Churchill's ancestor. The loggia was built by Mr. Churchill's nephew.

STROLLING ROUND THE 80-ACRE ESTATE: *Left*—Visitors walking beside the swimming-pool and lakes at the foot of the gardens. The swimming-pool bears a notice in Mr. Churchill's hand, "No diving, not deep enough." *Right*—Walking down the steps from the house into the Dutch Garden. This is the first time the grounds of Chartwell have been opened to the public since Mr. Churchill became Premier. Mrs. Churchill and her daughter, Mrs. Christopher Soames, mingled with the crowds.

"TITIA" RUNNING BEFORE A VERY LIGHT AIR, WITH KENNETH H. PRESTON AT THE HELM: The 6-metre *Titia*, owned by Kenneth Preston and Robert Steele, was designed by David Boyd and launched less than three months ago. Her performance in the Olympic trials was outstanding, and she will represent Britain in the 6-Metre Class at the Olympic Games in Helsinki. In other Olympic classes competition was very keen.

THE OLYMPIC TRIALS IN THE SOLENT

Selecting the Yachts Which Will Sail for Britain at Helsinki

By UFFA FOX

(Author of *Sailing, Seamanship, and Yacht Construction*)

Uffa Fox, well-known yacht-designer, yachtsman and writer, attended the Olympic trials on the Solent held on May 16, 17, 18 and 19, and in this special article for THE SPHERE, *he discusses the respective merits of the competing yachts, based on what he saw from the "Shoveller," one of the competitors in the 5·5-metre events, during the strenuous four-days series.*

May is generally a month of gentle winds. The easterlies are beginning to lose their power and the westerlies are not in full force until July.

The 1952 Olympic champions are to compete at Helsinki in July.

At this time the south-west monsoon prevails, but by the time this wind has gone across Ireland, England, Scotland, Holland, Denmark, Norway and Sweden, most of the punch is extracted from it by these countries, and it is not a powerful wind, and therefore the committee were very wise to choose the period when the May blossom is out—the time of gentle weather.

Furthermore, on their Sailing Instructions they said that the races would be cancelled if the wind exceeded fourteen knots.

The committee were also very wise in choosing a period of neap tides, when the tides have only half their strength and, on top of this, courses were chosen on which the tide had very little bearing.

For the first day's racing the committee set a course which gave two turns to windward of almost four miles each—a good test for the windward qualities of all the boats; but, from then on, they always used a smaller, triangular course which gave a beat to windward of two miles and two spinnaker runs with the wind on the quarter home.

All the trials gave plenty of opportunities for boats to prove their speed to windward, but never once was there a dead run or a true reach, so the committee do not yet know the abilities of the various boats on a reach or on a dead run.

On the first day's trials the wind was up to the maximum of fourteen knots set by the committee.

On Saturday there was about a ten-mile-an-hour breeze.

Sunday came in with a white calm and the committee postponed the races for an hour.

The end of the second race was marred by the wind dying off to a calm and becoming very fickle—most of the boats had to be towed home for lack of wind at the end of the race.

Only one race had been arranged for each class for Monday, but because the racing was so good and keen, with the various helmsmen and crews striving hard, the committee were unable to reach any definite conclusion by the last race on Sunday (the fifth of the series), and therefore all the classes had to race twice on Monday to enable the committee to make their selection, and, without doubt, theirs was a very difficult task.

They were, however, able to select eight of the Dragon Class, and so cut this fleet in halves and make their task that much simpler; but, even so, their decision was difficult to arrive at.

Again, Monday started with a postponement for wind and the two races were held in light airs.

In the 6-Metre Class the new 6-metre *Titia* always had the edge on the others, but in the seventh and final race, when she and *Blue Cat* were leading the fleet, *Blue Cat* luffed her a mile off the course, and so these two, from being the first pair in the 6-Metre Class, were the last pair to finish. In Kenneth Preston, Robert Steele and Frankie Murdoch *Titia* had a very sound combination of brains, and her two forward hands are also very able.

In the 5.5-Metre Class, *Unique*, owned by Lieut.-Colonel R. S. G. Perry, D.S.C., almost every time made a perfect start and he sailed his boat in a wonderful manner. She is the fastest of the fleet to windward and the slowest of the fleet off the wind, due to the snubbing in of her bow; but almost always in the forefront.

Yeoman, owned by Owen Aisher, was not quite so fast to windward, but faster off the wind and had to be contended with throughout the series once she put on her good mainsail.

Maryllis, owned by Lieut.-Colonel J. E. Harrison, was very handy to windward and was always in the picture.

Shoveller, owned by L. B. N. (Bud) Mitchell (which was very fast the week-end before), had just been dismasted, and came to the line for the first race without the rigging being settled down and using the mainsail that had been torn in half by the heavy seas of the week-end before, when she was dismasted, and did very little in the first three races, until she put on her new mainsail for the Sunday and Monday races, after which she was much faster to windward.

Tom Thornycroft, sailing *Ambition* (which he designed himself), was always in the hunt. All the gear in this boat has been designed for easy handling, and though there was greater windage in his masting and rigging to eliminate the runners, she went extremely well throughout the series, and always round the course was either first, second or third.

Quail, which had been sailing extremely fast previous to the trials, was suffering from the mainsail that had been cut down, and never showed her true form, and although *Hank* finished second in the one race, she had only been launched the week previous, and no part of her gear or sails had been stretched and settled down.

So it will be seen that the 5.5 Class was full of problems for the Selection Committee—most of them first-rate helmsmen and seamen, able to see and judge all these things.

There were seventeen Dragons, until the last two races, when they were cut down to eight boats, and this class undoubtedly was the most difficult for any committee to judge, and all of us sailing in the trials were very thankful not to be on this committee. Two of these Dragons had come all the way from Northern Ireland, which gives an idea of the keenness in the class.

Finally, on Monday night, the committee, under the chairmanship of Sir Ralph Gore, president of the British Yacht Racing Association and Commodore of the Royal Yacht Squadron, selected:

Titia, Sail No. 22—OWNER, Kenneth H. Preston and Robert Steele, as our champion 6-Metre; *Unique*, Sail No. 7—OWNER, Lieut.-Colonel R. S. G. Perry, D.S.C., as our best 5.5 Metre; and *Sabre*, Sail No. 215—OWNER, Lieut.-Colonel T. V. Somers, O.B.E., R.A., as the best Dragon.

These three boats must now tune up, for when they get to Helsinki they will meet the finest helmsmen of every country, including Russia.

THE OLYMPIC YACHTING TRIALS

THE OLYMPIC FLEET IN ACTION: *Titia* (K 22), the 6-metre yacht selected to represent Britain in the Olympic Games at Helsinki, leading the fleet, with *Blue Cat* under her lee. Although *Bluecat* in one race inflicted on *Titia* her first defeat of the season, *Titia* gave a good account of herself, winning the first of the trials by a clear margin.

"SABRE" LEADING THE FIELD IN THE DRAGON CLASS, ONE OF THE KEENLY CONTESTED EVENTS IN THE OLYMPIC TRIALS IN THE SOLENT: Lieut.-Colonel Somers' *Sabre*, the only boat to have two wins, was selected as the champion Dragon. The sailing and seamanship of Lieut.-Colonel Somers no doubt had much to do with the committee's decision. Lying second in this picture is *Ganymede*, owned by Mr. John Raymond and Mr. Michael Berry. The competition in this class was extremely keen throughout.

THE 5·5-METRE "YEOMAN"—OWNER OWEN AISHER—WITH FOUR MORE OF HER CLASS TO WEATHER: This new international class, which took part in the Olympic trials in the Solent, is practically the same length on the waterline as the 6-metre class but, broadly speaking, has half the sail area, half the displacement and is also half the cost of the 6-metre class. Furthermore, they are sailed by three instead of five people and, because of these qualities, the class is quite certain to prosper and flourish.

THE 5·5-METRE "SHOVELLER," WITH HER OWNER, L. B. N. MITCHELL, AT THE HELM: Mitchell is demonstrating the speed of the 5·5 in a 10-m.p.h. wind. In the cockpit is Uffa Fox, the distinguished yacht designer, who followed the trials throughout their four days.

CHOSEN AS THE BEST BRITISH 5·5: The *Unique* seen during the trials with the wind on her port quarter, with her mainsail and spinnaker set, and her headsail on the foredeck. In one race *Unique* scored a magnificent victory over *Yeoman* and *Ambition*.

A WIDOW'S CRUISE UPON THE LONE ATLANTIC

HEADING DOWN THE CHANNEL IN HER 23-FT. YAWL EN ROUTE TO THE BROAD ATLANTIC: Mrs. Ann Davison, a thirty-eight-year-old widow, seen at the helm of the *Felicity Ann* at the start of her lone Atlantic voyage. Mrs. Davison planned to make Finisterre her first landfall, and after that her course lay south-westwards to Madeira and Antigua. Her final destination is Florida. Before setting out Mrs. Davison declared that she had enough food and water on board to last ninety days. She also said that she had a stock of cosmetics to boost her morale. Mrs. Davison was once an air pilot. She first tried to cross the Atlantic by sea in the yacht *Reliance*. She set out from Fleetwood with her husband and they were wrecked in bad weather near Portland. Mr. Davison was drowned. The *Felicity Ann* is in many ways an ideal craft for Atlantic sailing, and is specially fitted for single-handed operation. In calm weather, Mrs. Davison will set the boat on course and go below for rest.

BURNHAM-ON-CROUCH; A FAMED BRITISH YACHT CENTRE

THE ROYAL CORINTHIAN YACHT CLUB AT BURNHAM-ON-CROUCH: This famous clubhouse was designed by Mr. Joseph Emberton, and won the R.I.B.A. medal for the best building of its year. Burnham remains the ideal centre for the small yachtsman, and Burnham Week is his great week of the year. Burnham Week, which is to be reported for "The Sphere" by Uffa Fox, starts on August 30.

On right—CLUBHOUSE OF THE ROYAL NORTHERN YACHT CLUB, RHU, DUMBARTONSHIRE: Looking down on to the anchorage from the tower of Rhu Parish Church. The Clyde Fortnight begins on July 5, and in this the Royal Northern Club plays its full part. Mr. Uffa Fox will also be reporting in "The Sphere" on the events of Clyde Fortnight.

ART TREASURES on SHOW in a STATELY HOME

The Devonshire Collection at Chatsworth, Derbyshire

GEORGIANA DUCHESS OF DEVONSHIRE WITH HER INFANT DAUGHTER, AFTERWARDS COUNTESS OF CARLISLE: This portrait of the first wife of the 5th Duke with her daughter, painted by Sir Joshua Reynolds in 1764, forms part of the collection of the Devonshire art treasures now on public view at Chatsworth House, Derbyshire. This is the first time that it has been possible to show together all the principal pictures in the Devonshire Collection—not only those which normally hang at Chatsworth, but the portraits (Rembrandt, Velasquez, Franz Hals and Reynolds) which for many years past have hung in the Duke of Devonshire's London house. The exhibition will remain open until Sunday, September 28.

CHATSWORTH HOUSE, DERBYSHIRE, THE ANCESTRAL HOME OF THE DUKES OF DEVONSHIRE, ON THE BANKS OF THE DERWENT: The works of art, including furniture, tapestries, old master drawings, plate, printed books and manuscripts, are on view in rooms (including the Gold and Yellow Silk Drawing-rooms) on the first floor. The exhibition is distinct from the ordinary tours of the house. Chatsworth, which lies eight miles north of Matlock on the main Matlock-Sheffield road, is open on Wednesdays and Thursdays from 11 a.m. to 3.30 p.m.; on Saturdays and Sundays from 2 p.m. to 5.30 p.m.; and on Bank Holidays from 11 a.m. to 5.30 p.m. On June 3 and August 5 it will be open from 11 a.m. to 3.30 p.m

PORTRAIT OF AN ORIENTAL IN A TURBAN: This painting by Rembrandt, signed and dated 1635, is known as "The Rabbi." It has been suggested by a Jewish critic that the portrait represents King Uzziah, stricken with leprosy, "beside the incense altar," clearly visible in the background.

***On right*—A TREASURE OF GREAT VALUE:** A page from the Benedictional of St. Æthelwold, written and illuminated for the Saint during his time as Bishop of Winchester (963–984) under the direction of his Chaplain, Godeman. This illumination represents St. Etheldreda, patron saint of Ely, in which diocese Godeman served as Abbot of Thorney Island.

TWO PAINTINGS IN THE DEVONSHIRE COLLECTION: *Left*—"Portrait of a Little Girl" (probably the artist's daughter), painted by Cornelis de Vos, and, *on right*, Poussin's "Shepherds in Arcady." The idea of the exhibition was suggested by the Duke of Devonshire, who has been responsible for its organisation.

"THE DEPARTURE OF HAGAR AND ISHMAEL": This is a reproduction from one of the 200 drawings contained in Claude Lorrain's specially compiled *Liber Veritatis* or *Book of Truth*.

Many of the famous portraits which for many years past have hung in the Duke of Devonshire's London house are now on view to the public at the Duke's ancestral seat at Chatsworth, Derbyshire. The paintings comprise the most important group of portraits in the whole Devonshire Collection, which also includes printed books, illuminated manuscripts, miniatures, furniture, tapestries and plate.

The scene of the exhibition at Chatsworth is on the first floor, which has hitherto been closed to visitors. The most important pictures hang in the three large rooms on the south front, while the Red Velvet Room, used by Queen Mary during her visit to Chatsworth in 1933, and two other drawing-rooms, have been arranged not merely as galleries, but as exhibits in themselves.

Four of the objects included in the exhibition stand in a class by themselves. They are in every sense—the highest and the lowest—the greatest treasures in the Collection. They are the bronze head of Apollo; the Saxon manuscript known as the Benedictional of St. Æthelwold; the altar-piece or triptych painted by Hans Memling for Sir John Donne in 1468; and Holbein's Cartoon for his portrait of Henry VII and Henry VIII, which dominates the Red Velvet Room.

The oldest of these is the bronze head. It was cast about 475 B.C., when Greek art was approaching perfection, and is now generally accepted as one of the finest extant bronzes of its period. The sixth Duke bought it in 1838, from an English dealer in Smyrna; and so little did this dealer (or, indeed, the Duke himself) realise its enormous value that it was not priced singly, but sold in a lot with five other miscellaneous items, for £100. The head was discovered by peasants in a dried river-bed near Salamis in Cyprus just three years before it was purchased by the Duke. Next in point of age and a treasure of still greater value, is the Benedictional, written and illuminated for St. Æthelwold, Bishop of Winchester (963-984). The manuscript, the binding of which is by the hand of Samuel Mearne, Charles II's binder, was presented to the second Duke of Devonshire by his friend General Compton shortly before 1720.

All four treasures have at least one point in common; when they travel, if travel they must, they all enjoy the privileges accorded to Very Important Persons.

Among the London portraits in the Billiard Room are the paintings by Sir Joshua Reynolds and Rembrandt, while in the Burlington Gallery, by which visitors enter the exhibition, is the series of landscape-sketches painted by Rembrandt and auctioned at the second Flinck sale in 1752. In the South Corridor hangs the Cobos-Cœnot tapestry (Brussels, late seventeenth century).

PAGEANTRY IN EDINBURGH

The Opening of the General Assembly of the Church of Scotland by Viscount Cunningham

The opening of the General Assembly of the Church of Scotland is always an occasion for pageantry in Edinburgh, an occasion for heraldic and civic pomp as the old and the new Moderators exchange places.

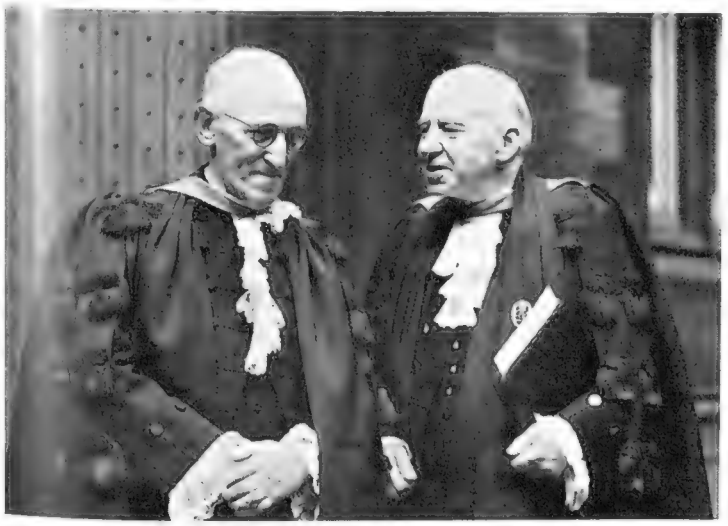
This year the Lord High Commissioner, Admiral of the Fleet Lord Cunningham, led one of the processions to the inaugural service at St. Giles's (the other being led by the Lord Provost of Edinburgh) and later he addressed the Assembly, where there was at least one powerful reminder of the fact that the Court was still in mourning, in that the mace was draped in black.

Dr. White Anderson, the retiring Moderator, who journeyed to Australia in the course of his year of office, visiting Presbyterians in many parts of the world, also Presbyterians in the Home and Mediterranean Fleets, handed over the Moderator's ring, the sign and symbol of his holy office, to Dr. George Johnstone Jeffrey, who has achieved great distinction in Scotland for his scholarship and for his contribution to youth work. The nomination and acceptance of office were received with acclamation by the Assembly.

During the course of the proceedings a letter from her Majesty the Queen was read to members of the Assembly.

THE LORD HIGH COMMISSIONER AT ST. GILES'S: Admiral of the Fleet Viscount Cunningham, preceded by one of the Scottish heralds and accompanied by Lady Cunningham, arrives at the cathedral for the service prior to the opening of the General Assembly of the Church of Scotland. The preacher at this service was the retiring Moderator, the Rev. Dr. Anderson. Viscount Cunningham was received with a Royal salute when he arrived in Parliament Square.

LORD PROVOST JAMES MILLER, PRECEDED BY THE CHIEF CITY OFFICER, LEADS THE PROCESSION OF EDINBURGH MAGISTRATES AND COUNCILLORS TO ST. GILES'S CATHEDRAL: Civic deputations from other cities also marched in this procession. After the service, the Lord High Commissioner left St. Giles's to open the General Assembly.



THE RETIRING MODERATOR AND HIS SUCCESSOR: Dr. White Anderson (right), who presented to the Assembly the new Moderator, Dr. Johnstone Jeffrey. The new Moderator was formerly at Sherbrooke, St. Gilbert's Church, Pollokshields, Glasgow. His predecessor travelled more than 40,000 miles during his term of office.

VISCOUNT CUNNINGHAM LEAVING THE ASSEMBLY HALL PRECEDED BY THE PURSE-BEARER AND THE DRAPED MACE: The Lord High Commissioner, who had just opened the Assembly, was followed by his chaplain. Lady Cunningham is seen walking with the Lord Provost.

WILD WHITE WINGS

Feeding Seagulls in Cornwall; A School of Porpoises at Play; Delousing the Alligator Gar

Above and on right, below—**A DOUBLE CATCH, ONE FOR THE SEAGULL AND ONE FOR THE CAMERA: These splendid pictures of seagulls catching fish thrown into the air were taken recently at Looe, Cornwall. The fish were "rejects" from an overnight catch by Cornish fishermen.** Throwing tit-bits to seagulls is a favourite pastime of the happy indolent wherever the birds are to be found. It is a common sight on the Thames Embankment, where office workers love to feed the flocks of gulls. Some of the birds are bold and agile enough to take food directly from the hand as they fly past.

EYEBROW TWEEZERS FOR A FISH'S TOILET: The two gentlemen wearing rubber suits and standing waist-deep in water are marine biologists who were struggling to remove lice from an alligator gar at the Steinhart Aquarium, in Golden Gate Park, San Francisco. Four of the gars, a fish which belong to the same family as the sturgeon, were grabbed one by one and treated for lice. One man held the fish while the other picked off the parasites with eyebrow tweezers and painted the fish's nose with methylene blue to kill the fungus accompanying the lice. Fish, like mammals, are prey to a variety of external and internal parasites. The fungus which attacks them is known to every angler, but the tiny lice, which so often are to be found clinging to the animal's skin beneath the scales, are not so often detected. With salmon, sea-lice acquired in salt water, die and fall off when the fish go up the rivers for spawning.

THE UNAPPRECIATIVE GAR: Two of the four alligator gars look rather dazed after their delousing by biologists at the Steinhart Aquarium, San Francisco. The fish is named from its long toothed snout, which closely resembles that of the alligator.

PORPOISES AT PLAY: A familiar sight to the seaman, but rarely seen from this angle, is a school of porpoises playing about the bows of a moving vessel, in this case the *Esso Montpelier*, off the Texas coast. Porpoises are among the most beautiful of sea creatures. They are highly regarded by sailors, who have a number of strange beliefs about them: that their coming ensures fair weather and that they will protect a swimmer from sharks. The porpoise is a voracious feeder, accounting for vast numbers of herrings and, regrettably, salmon, which they sometimes chase far up the estuaries. The observer who cares to lean over the bows of a vessel where they are playing will hear them squeak with delight as they break the surface.

OLD ENGLAND

A Fourteenth-century Manor; Kent Protects Her Windmills; The Westmorland Nature Reserve

LOWER BROCKHAMPTON HALL, HEREFORDSHIRE, A FINE HALF-TIMBERED MANOR HOUSE OF THE FOURTEENTH CENTURY: The manor and estate were bequeathed to the National Trust in 1946 by Colonel J. T. Lutley. Restoration work is now in progress on the gate-house, seen on the left. It is one of the very few half-timbered gate-houses in the country, and has been compared with the famous one at Stokesay Castle, Shropshire. It was built a century after the manor, and stands over one of the three remaining sides of the moat. The tenant of the adjoining farm now occupies the manor.

HENGRAVE HALL, SUFFOLK, A GRAND HOUSE OF THE TUDOR PERIOD: The Hengrave Estate, which belonged to the late Sir John Wood, was sold recently and the Hall is to be converted into a Roman Catholic school. The building of the house, by Sir Thomas Kytson, began in 1525. It is now only a third of its original size, part of it having been demolished in the eighteenth century.

THE CHAPEL OF THE HOLY AND UNDIVIDED TRINITY, THE TWELFTH-CENTURY CHURCH IN THE COBBLED MARKET-PLACE OF RICHMOND, YORKSHIRE: This quaint old church is in urgent need of repair. It was recently revealed that parts of the stonework have deteriorated and that some of the roof-timbers have become heavily infected with beetles. The church is unique for its curious tower, which is cut off from the nave by a block of offices. Richmond itself is perhaps the most romantic old town in the North of England. It owes its name ("riche mont") and origin to its Castle, which has a tall, square Norman keep. Lovers of the town and of ancient churches in general are being asked for contributions to a fund for saving Holy Trinity Church.

THE WINDMILL AT CRANBROOK, ONE OF ELEVEN KENTISH MILLS WHICH THE KENT COUNTY COUNCIL ARE TAKING STEPS TO PROTECT: This is one of the few surviving windmills in the country still being used. It is worked by Mr. John Russell, whose family have owned it for many years. Cranbrook Mill stands 72 ft. to the ridge of the cap and was built in 1814 by the millwright Hamphrey at a cost of £3,500. Other windmills to be protected by the Kent County Council are at Willesborough, West Kingsdown, Ash, Wittersham, Meopham, Herne, Barham, Charing, Goodnestone and Keston. The Council's plans, which are subject to confirmation by the Ministry of Housing and Local Government, do not involve any rebuilding of the mills, but they will be protected from demolition, alteration or extension. Windmills were a feature of the Kentish landscape for many centuries, but as elsewhere, they have been rapidly disappearing during the past fifty years.

A VIEW OF KNOCK ORE GILL, AT THE WESTERN END OF MOOR HOUSE RESERVE, WESTMORLAND, THE LARGEST OF EIGHT NEW NATURE RESERVES: In the foreground of this picture is Millburn Beck. The reserve, comprising 10,000 acres of high moorland, has been acquired as an area where scientific research can be carried out.

Last November, after three years of preliminary work by the Nature Conservancy, the first National Nature Reserve—10,450 acres of Highland country in Ross-shire—was officially declared. The declaration of eight more such reserves, all but one of them in England, came last week. Of the eight, by far the largest is the 10,000 acres of moor and fell now known as Moor House Reserve, where the picture above was taken. This reserve is in Westmorland, about six miles north of Appleby and nine miles south of Alston. It was chosen not only because of its botanical and zoological treasures, but as an area where certain lines of scientific research may be carried out. One of its attractions to scientists is the 2,000 acres of blanket bog, where peat has covered the rocks and other features of the land, and is, in turn, being covered with layers of mountain plants. This feature of the reserve makes possible the scientific investigation of changes in moorland vegetation and, in addition, the effect of such changes on the grazing of sheep. Grazing on the reserve will not wholly be discontinued while the experiments are in progress, but parts of the land will be fenced off so that it will be possible to see what happens to the vegetation when sheep are excluded for a given period. It is believed that hill farmers will benefit greatly from the knowledge so obtained.

The other new reserves are at Kingley Vale, Sussex; Cavenham Heath, Suffolk; Yarner Wood, Devon, Ham Street Wood, Kent; Holme Fen, Huntingdonshire, and Piltdown, Sussex.

CAN CAR MAKERS INCREASE OUTPUT?

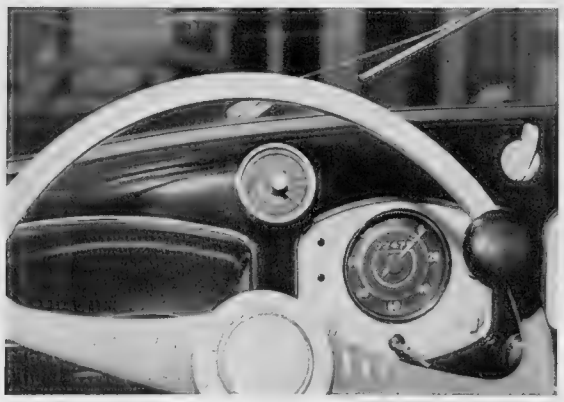
And So Bring More Cars Into the Home Market—The Paltry Home Quota for 1952

BY "THE SPHERE" MOTORING CORRESPONDENT

IF the allocation of new cars to the home market is put on a percentage basis, will it help you and me get earlier delivery of the cars we may have been waiting for so long? Only, I suppose, if the motor industry is able to increase its output; and an official of the Society of Motor Manufacturers warned the other day that there is no likelihood of cars coming on to the home market in large numbers even if production does rise.

The 1952 quota of new cars for home motorists is a paltry 60,000. Last year the authorised figure was 80,000, but it is an open secret that many more than that number found their way on to British roads. It would probably be an incentive to manufacturers if a percentage figure were substituted for an arbitrary total, but most of them are already building cars as fast as they can get the materials to do so.

Mr. Roger Gresham Cooke, director of the Society of Motor Manufacturers, stated in Sheffield recently that the motor industry could build 700,000 cars and 300,000 commercial vehicles a year "if the Government and economic circumstances permitted."



THIS IS THE BENZIMETER: Heinz Freund, a Berlin engineer, has invented this instrument (seen above the speedometer), which enables drivers to watch and control the fuel consumption of their cars at all times, at any speed and in any gear. The Benzimeter shows the driver which gear to use to secure least petrol consumption. It also aids the discovery of defects relating to petrol flow.

Last year 475,000 cars were turned out compared with 522,000 in 1950—the industry's peak year. Mr. Cooke said 700,000 cars a year would be more than enough to satisfy the hungry home market as well as the country's export commitments.

"To build 1,000,000 cars and trucks we do not need an enormous amount of steel—only 250,000 more tons than we used in 1950," said the S.M.M.T. director. "This calls for no great demand on the national economy, as our total requirement would be only 8.4 per cent. of the national output of steel of 16,000,000 tons and before the war, anyway, we used 7 per cent. of the national steel output."

There can never be any room for complacency about Britain's road-accident figures, but it must be encouraging to the active road-safety campaigners that the Ministry of Transport's report for March speaks of an improvement. During the month, 13,977 people were injured, 366 of them fatally. This shows a reduction of 2,465 in the total and 68 in the number killed, although it should be pointed out that last year March included the Easter week-end.

With the exception of pedal cyclists, the accident figures for all classes of road-users showed an improvement, and the number of children killed and injured—2,897—was 414 below the total for March 1951.

"Coming immediately after a reduction of over 1,000 in the casualties for February," the Ministry of Transport stated, "the all-round improvement in the figures for March strengthens the hope that the rise in road casualties since the end of 1948 has been arrested."

Down at Kingston, in Surrey, a practical approach to the problem of road safety has been made by Mr. Douglas Watson, chairman and managing director of Lamberts, the local Ford dealers.

He has staged an exhibition in his showroom to emphasise the importance, from the point of view of road safety, of keeping cars and trucks in tip-top mechanical order by regular maintenance. Mr. Watson has set out on display a frightening assortment of worn parts taken from customers' cars in his own workshops. They include such items as brake-linings, steering-joints, shackle-bolts, driving-mirrors, electrical equipment and even cracked windscreens.

The lesson of these dangerously-worn components is driven home by placing beside them a brand-new part to show the extent of the wear. These museum pieces have been divided into four sections: Direction (steering, road wheels and tyres); Control (brakes and acceleration); Vision (lights, windscreens, wipers and driving mirrors); and Warning (horns, trafficators and stop lights).

Before the war the average life of a car was eight years. To-day 1,250,000 of the 2,250,000 cars on the roads of Britain are twelve years old or more. Regular maintenance is imperative if these ageing vehicles are to be kept in a safe condition.

The Transport Ministry's report on the primary causes of accidents shows that about 4 per cent. of the total are directly due to vehicle defects. In 1949 the figure was 5,936; last year it had shot up to more than 6,500. And don't forget that these figures only relate to accidents involving injury whose *primary* cause was a mechanical defect. There were many more in which this was a contributary cause, including, for example, cars whose brakes were not good enough to stop them in time when the accident's primary cause was someone stepping off the pavement without looking.

The news given by the Ministry of Supply the other day that Britain's armed Services are just beginning to get delivery of the new generation of military transport vehicles draws attention to the very big contribution the British motor industry is making to the defence programme. In addition to churning out hundreds of thousands of cars and commercial vehicles for export, Britain's leading motor factories are also building large numbers of vehicles—many of special design—for the Army, Navy and Air Force.

Among the firms who are playing a leading part on this side of rearmament are Rolls-Royce, Austin, Rootes, Vauxhalls, Fords, Leylands, Albion Motors, A.E.C. and Scammel. Rolls-Royce Limited have had the special responsibility for the design and construction of a new range of engines ordered specifically for the latest combat vehicles. They are being produced in three sizes: a 4-cylinder unit of 2,838 cc., a 6-cylinder motor of 4,256 cc. and a "straight eight" of 5,675 cc. In each case the cylinders are of the same size—$3\frac{1}{2}$ ins. bore and $4\frac{1}{2}$ ins. stroke. A number of the components in all three engines are the same and the production of this new engine range is a good example of standardisation.

One of the most interesting of the new Service vehicles is the $\frac{1}{4}$-ton truck—British equivalent of the American Jeep—which is being built by the Austin Motor Company, who are also to make the smallest of the new Rolls engines, by which it is so effectively powered.

Has it struck you that motor sport in Britain owes an enormous amount to the national newspapers? By sponsoring the leading race meetings, newspapers like the *Daily Express, Daily Graphic, News of the World, Daily Telegraph*—and now the *Daily Mail*—have helped to put motor racing in the front rank of British sport.

Special credit is due to the *Daily Express*, who first backed a motor race-meeting at Silverstone four years ago. This year, in addition to their own special meeting, which attracted 125,000 people to Silverstone on May 10, they are also sponsoring the R.A.C.'s British Grand Prix, which is being organised on the Midlands circuit on July 19.

It looks as if the *Daily Mail* is out to challenge the place won by the *Express* in motor sport, and that Britain from now on will have three major motor-racing circuits: Silverstone, Goodwood and Boreham. The last-named track lies just outside Chelmsford, in Essex, at the side of the main road to Clacton—A 12—and thousands of pounds have already been spent on reconditioning the three-miles circuit and providing new amenities for spectators in the enclosures.

Enthusiasts who went to Boreham on May 17 for the small meeting organised by the West Essex Car Club were particularly impressed by the huge score-board which has been put up by Shell-Mex and B.P. Ltd. and the massive bridge thrown across the track by Jaguar Motors.

It was at Boreham on May 17 that Mick Hawthorn, the clever young driver from Farnham, Surrey, proved that his outstanding performances earlier this season at Goodwood and Silverstone were no flukes. In this fair-haired young man and his Bristol-engined Cooper, British motor sport has thrown up the most exciting combination of man and machine we have seen since Stirling Moss first electrified the race-crowds. His future career will be watched with the closest interest and it will be particularly important to see how he fares in the Continental atmosphere when he takes

THE CAR WHICH STARTLED VISITORS TO THE TURIN AUTOMOBILE SHOW: It was the work of an Italian artist and attracted much attention. Some people had to be reminded that it was only a wooden model, and that there were no plans for putting this remarkable-looking vehicle on the road.

his 2-litre car—carefully tuned by Dad—over to the racing circuits of France, Italy, Belgium and Switzerland.

Back in London the other day there arrived a travel-stained caravan which in 41 days had travelled 10,000 miles, through three continents and twenty-six countries. It was a British-built Alperson "Sprite," and it had been towed by a 1949 $3\frac{1}{2}$-litre Jaguar. The team who made this "showing-the-flag" tour were Messrs. S. Alper, M. Lumby and G. Hoare. On their return they said that everywhere they went tremendous interest was shown in their much-travelled British caravan.

A number of county councils in Britain have decided to adopt "Webslight" road signs, which consist of millions of tiny glass beads bedded in layers of transparent lacquer. By reflecting the light from a car's headlamps these signs show up even better at night than by day.

In daylight the sign looks like an ordinary painted or enamelled notice and at night, when illuminated by a car's lights, gives the impression of being self-lit. It looks the same colour by day or night.

"Ballotini" beads, precision-made to a millimetric accuracy, are used in "Webslight" signs. They are perfectly spherical and, remarkable to relate, there are 45,000 of them to the square inch.

The R.A.F. is fitting reflectors of this make at the rear of all their long-chassis vehicles and the Army may follow their example. In the German Army two men in the rear rank of all columns marching at night had to carry this type of reflector hooked on their belts. "Something of that kind could have prevented the disaster at Gillingham," an official said at a recent London demonstration of the new-style sign, which has already been widely adopted in certain foreign countries. Local authorities here should certainly be interested in these reflectors.

ELEVEN CARS PILE UP ON OAKLAND SPEEDWAY, CALIFORNIA: This spectacular mass mishap took place on the first lap of one of the main events on the programme. In spite of the magnitude of the crash, no one was injured. One car is seen turning turtle; another is up ended.

BROMINE

IN ancient Rome, purple was the sign of Imperial rank. The dye they used for colouring their robes came from a sea-snail called murex brandaris, found in the Mediterranean. This dye is now known to be a compound of the element bromine — one of the very few bromine compounds found in living organisms. Bromine, a brown, fuming liquid related chemically to the greenish-yellow gas chlorine, is highly corrosive and dangerous to handle. Its name derives from the Greek "βρῶμος" — a stench. Most of the bromine needed by industry today is, like that used by the Romans, extracted from sea-water, but the extraction process is carried out by chemists instead of by sea-snails. During the war I.C.I. helped to develop a factory in Cornwall where bromine is extracted from sea-water to make ethylene dibromide — a chemical used with tetra-ethyl lead in the production of anti-knock petrol. Photography needs silver bromide, which is used in practically all films and plates and many kinds of photographic paper; methyl bromide is employed in one type of modern fire extinguisher, and potassium bromide in medicine. I.C.I. uses bromine compounds to make some of the 'Caledon' and 'Durindone' dye-stuffs used for the dyeing of cotton.

ICI

The World of Books—By VERNON FANE

BUTTERFLIES, SHARKS AND PEAT

Mr. Gavin Maxwell's Book is Concerned with a Score of Natural Phenomena, About which he Writes with Distinction

IF anyone had told me last week that I was going to read a long book about shark-fishing off the coast of Skye and actively enjoy it, I would have given them a look of the type known as old-fashioned. But, in fact, I have read and enjoyed just such a book, and I recommend it to you with enthusiasm. HARPOON AT A VENTURE (Hart-Davis. 21s.) is by Gavin Maxwell, who, towards the end of the war, bought a small island just off Skye and there became interested in the habits of basking sharks. These creatures, menacing and dangerous as they look to the layman, apparently prefer plankton, that mass of minute organisms in the sea, to human flesh, and have none of the rapacity of other sharks. This is not, incidentally, a theory I propose to put to the test. Beside the adventures of shark-fishing in what looks in the photographs to be an inadequate boat, Gavin Maxwell's book is concerned with a score of other natural phenomena from butterflies to black peat, and from smells and stenches to a little boy's homesickness. A late chapter, "Here Be Dragons," on the existence or non-existence of sea monsters is not irrelevant, since a basking shark is the second biggest fish in the world, and it is also very amusing. Altogether, a book you should not miss.

Mr. Ivor Brown, a Scot who was born in Malaya and works with great distinction in London, has written an enchanting book on the country he loves that might well be described as a travelling companion. SUMMER IN SCOTLAND (Collins. 16s.) has nothing of the guide-book about it: the writer happily lacks the necessary didacticism for such an undertaking. Nor is it an example of that school of whimsy wanderers who are reminded of something perfectly different by every stream or hill they see. Whether he is writing of it in the present or the past, Mr. Brown writes about Scotland, sometimes about its writers, its kings or its bards, but always about the essential Scotland, of which Clydeside is as much a part as the lonely moors and mountains of Sutherland.

RETURN TO THE ISLAND (Geoffrey Bles. 18s.) gives further proof of that (to me) extraordinary fact that some people like living on islands so much that they will risk and endure near-starvation, disease, loneliness, and a thousand less serious but still enervating ills in order to be monarchs of all they survey. Mr. and Mrs. Ainslie Conway are a couple who qualify for the Alexander Selkirk Stakes, since they have a rooted affection for an island in the Galapagos group, off the coast of Ecuador, which they left during the war, and to which they have since returned in 1946. When they were finally taken off by a U.S. tug because three dangerous prisoners had escaped and were heading their way, the tug's C.O. handed them beautiful documents reading, in part, that having stayed on the island "with practically no duress . . . in constant danger of the most treacherous flora and the most loathsome fauna," they belonged to an esoteric new order of Galapagans and should henceforth be publicly shunned and avoided. Reading without prejudice, I would say that that evacuation trip was very nearly the only fun they had. But then I don't like islands that are smaller than England.

Mr. John Lehmann has had the melancholy but not impracticable idea of collecting a series of his own essays, each written on the subject of a writer or poet who has died during his lifetime, and for that reason can be considered, with his work, both completely and candidly. In this manner, THE OPEN NIGHT (Longmans. 15s.) discusses not only the work of such memorable figures as W. B. Yeats, Virginia Woolf, Rupert Brooke, Proust and eight others, but links the essays together with a certain conception of poetry, even when the poetic idea is expressed in prose. Mr. Lehmann quotes Matthew Arnold in this connection, that "The strongest part of our religion to-day is its unconscious poetry," and in his final essay writes of the power and the immense influence that poetry and poets have had in this country's history and civilisation.

A HALLOWED SPOT UPON THE BORDERLAND, THE BIRTHPLACE OF THE AUTHOR OF "ABIDE WITH ME": The Edinburgh Borderers Association are placing a plaque on this bridge over the Eden Water, at Ednam, Roxburghshire, in memory of Henry Francis Lyte, the well-known hymn-writer, who was born in the white house which can be seen through the trees at the right of the picture. The unveiling took place on Monday, May 19.

To be gay without frivolity, in Matthew Arnold's phrase, is to have achieved something quite rare, and Mr. Anthony Thorne has done just this in his new novel, YOUNG MAN ON A DOLPHIN (Heinemann. 12s. 6d.), which is the tale of a Venetian adventure. It is a Venice very much of our own days, with "Peggy Mossbacher's party" substituted for the glories and extravagances of Byron and Browning, and with a vast international assembly for the L.A.M.P. Congress, for members of the Literary and Musical Professions, in full swing. The young man in question is visiting Venice for the Congress, and makes himself indispensable to most of the famous and near-famous names in return for being invited to the best parties. One day, however, a ride in a gondola carries him further, in every sense, than he had expected, and then the fun begins, kept in play by Mr. Thorne's deft and dancing touch. Recommended, even to the serious-minded.

THE DRY LAND (Jonathan Cape. 12s. 6d.) is a contrast in mood and in technique, but not in quality, for this novel by Celia Dale is as excellent in its smooth and solid way as Mr. Thorne's more airy story. The novel is in a way the tale of a marriage in which two contrasted people, whose natures, far from being complementary, only create antipathy between them, reach a deadlock from which only a dramatic twist can rescue them. It is also the tale of a woman's life, not so much ruined as frustrated through her own passionate, stubborn and wholly insensitive temperament. Celia Dale writes with a strength and an almost Olympian detachment that give her book its individual flavour. It is not, one might feel, a book to be written or read lightly, but the author does succeed in conveying a very definite atmosphere of growth without progress, and self-imposed unhappiness that is quite haunting. It is a long time, by the way, since I read a book about such a wholly detestable character with such rapt attention.

Miss Mary-Carter Roberts has done a remarkable thing in writing a long narrative story about a middle-class American family from youth to death, and in *not* making it just another family saga. THE ABBOTT SISTERS (Gollancz. 12s. 6d.) is, on the contrary, a quietly powerful piece of work in which Miss Roberts describes her characters with needle sharpness, shows the reader precisely how much she likes or loathes each one of them, and never moralises about their relative goodness or badness. She is, in fact, as objective and as detached as a scientist, and as a result there are no blurred edges to any of her characterisations, who are people, whereas with many other novelists they might have been stock pieces.

Mr. Thomas Armstrong has chosen the North Riding of Yorkshire and the dales and fells of a lead-mining community in the nineteenth century as the setting for his new novel, ADAM BRUNSKILL (Collins. 15s.), which has some of the virtues of a Yorkshire character in giving good value for money (nearly 600 pages), brusque humour and homeliness, and some of its drawbacks too, in the over-insistence on detail, which is sometimes carried to distracting lengths.

THE BRACKENFORD STORY (Methuen. 14s.) is more nearly a chronicle than a novel, but, for an exception, none the worse for that. Mr. Michael Home has now written ten books about his East Anglian "Breckland" country and has firmly established it, with its physical contours, its oddities of speech and its typical country folk. Now he tells the story of a village dominated by its big house and organised, until the First World War, on the lines of benevolent feudalism. It is exactly the loss of this, the diminishing of the old aristocracy and the emergence of Socialism, that Mr. Home deplores in a book that is at its best when dealing with the factual, with the *minutiæ* of a Victorian household, and with a Victorian estate.

Six Books on Specialised Subjects

The first book to deal comprehensively and in due proportion with the great variety of English ceramic wares of the nineteenth century is Geoffrey Bemrose's illustrated book, **NINETEENTH-CENTURY ENGLISH POTTERY AND PORCELAIN** (Faber. 30s.)

A SHORT DICTIONARY OF FURNITURE (George Allen and Unwin. 42s.), *by John Gloag, contains* 1,764 *terms used in Britain and America, and* 630 *illustrations, many of them by Ronald Escott.*

Two books published by Odhams Press *and of interest to all those engaged in household repairs and decorating are* **THE PRACTICAL HOME HANDYMAN** (10s. 6d.), *edited by W. P. Matthew, and* **PRACTICAL HOME DECORATING AND REPAIRS** (12s. 6d.). *Both books, written by expert craftsmen, contain many illustrations.*

Two further additions to the Odhams' *"Britain Illustrated" Series are* **THE HIGHLANDS OF SCOTLAND IN PICTURES,** *by Alasdair Alpin MacGregor, and* **THE NEW FOREST AND HAMPSHIRE IN PICTURES,** *with an introduction by Sir William Beach Thomas. Both books are published at* 12s. 6d.

CHILD ADOPTION SURVEYED

Margaret Kornitzer's New Volume

To-day the public conscience in Britain is very properly awakened to the need to protect children against those who seek to hurt them or make capital out of them, and no fewer than four Acts of Parliament govern adoption, upon which it is now quite impossible for would-be parents to enter lightly. The route is flanked by medical examinations, by the need for searching references, by inspections by local government officials, and by the final solemnity of the court hearing; yet with all this the annual figures for adoption continue to rise. In 1949, only twenty-five years after adoption first became legal in this country, the figures were 17,000. In Britain, thanks to the consolidating Child Adoption Act of 1950, the whole question stands upon a very fair basis, but the world picture is deeply disturbing, as witness the fact that U.N.E.S.C.O. has lately reported that 250,000,000 children are starving, and that the earth still swarms with orphans, nameless urchins, cripples, homeless children and abandoned children, the flotsam and jetsam of war's aftermath. In her remarkable new volume CHILD ADOPTION IN THE MODERN WORLD (Putnam. 16s.), Margaret Kornitzer surveys this vast problem from the legal, historical and psychological points of view. She shows the impact of an adoption upon the family, and ranges widely over the personal aspects of the subject, aspects so many, so various and so complicated that one can only marvel at her grasp of them and ponder at the same time upon our world of inhumanity which has to be hedged about with such stringent laws if gross injustice is to be held at bay.

Alan Houghton Brodrick, in the first four volumes of his series *The People's France*, covered Normandy, Touraine, Brittany and Paris. Now he takes us to PROVENCE AND THE RIVIERA (Hodder and Stoughton. 21s.), that lovely land of long-lasting summer, embracing the Vaucluse, the Basses-Alpes, the Alpes-Maritimes, the Var, and the Bouches-du-Rhone. This was the Roman Provincia, the medieval Provence of the troubadours, and its southern shores are, of course, the greatest of international playgrounds. The author's method is that of the guide-book, but it is neatly applied, and history and topography are well blended.

The "Homes of Sport" Series and the "Cricketing Lives" Series both present two new volumes this week. In the former category John Rickman writes on HORSE RACING (Peter Garnett. 12s. 6d.), describing twenty-five of the most famous racecourses of the British Isles. N. W. D. Yardley and J. M. Kilburn write on CRICKET (Peter Garnett. 12s. 6d.), giving descriptions of the major grounds upon which the English counties play. Both books are well supplied with maps. In the "Cricketing Lives" Series (each published by Phœnix House at 5s.), Clifford Bax recalls the genius of W. G. GRACE, and Oliver Warner writes on the ebullient, stylish FRANK WOOLLEY, one of the heroes of the golden age of the '20's, who was still sprightly enough in 1946 to make a dashing appearance at the Surrey Oval. Woolley, by the way, is one of the ex-professionals who so deservedly enjoys life membership of the M.C.C.

We all have a general idea of the appearance of the Victorian home, in which the eccentric achievements of designers whose ingenuity outstripped their taste often figured so prominently, but many of us fail to realise the periods into which the Victorian age was divided, often overlapping and vying with each other, but none the less distinct. F. Gordon Rowe, at one time editor of *The Connoisseur*, has produced a most authoritative and pleasurable work in his survey VICTORIAN FURNITURE (Phœnix House. 21s.), and he has contrived to bring together some really characteristic illustrations, not least of them the monstrous Moncrieff spray and shower bath.

Two humorists, divided by time and in no way spiritually akin, demand attention this week. Edward Lear by reason of the new edition of THE COLLECTED NONSENSE SONGS (Grey Walls Press. 4s.), and Robert Benchley by reason of the publication of THE BEDSIDE MANNER (Dennis Dobson. 10s. 6d.), a series of lightweight essays dedicated for some unfathomable reason with affection "to Henry Bessemer," that leader of heavy industry, "whose untiring patience, unswerving industry and inexhaustible zeal made possible the Bessemer steel converter." Whether the nonsense of the Victorian would-be painter, who took himself so seriously, or of the Hollywood playboy who took nothing seriously, has anything at all in common it would be hard to say, but, at any rate, both writers still make a powerful appeal, and have undoubted qualities of timelessness.

In THE BEST OF SAKI (Bodley Head. 6s.), Graham Greene presents thirty-seven stories from the complete omnibus volume of Saki's work. Mr. Greene has endeavoured to present a cross-section of all that is characteristic and most entertaining in Saki.

Marjorie Hessell Tiltman completes the trilogy which began with *Cottage Pie* and continued with *A Little Place in the Country*, in THE BIRDS BEGAN TO SING (Hodder and Stoughton. 15s.). As ever, her descriptions of the countryside and its characters bear every relation to real life.

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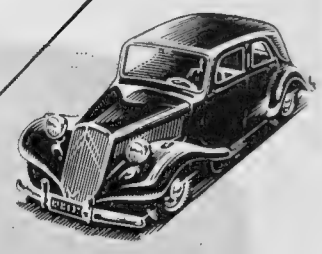

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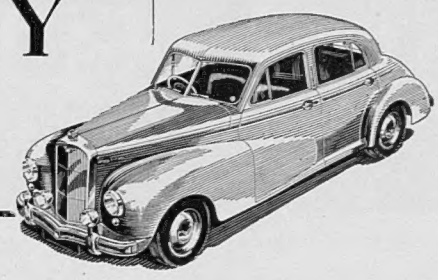

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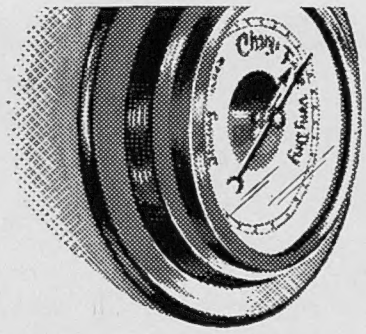

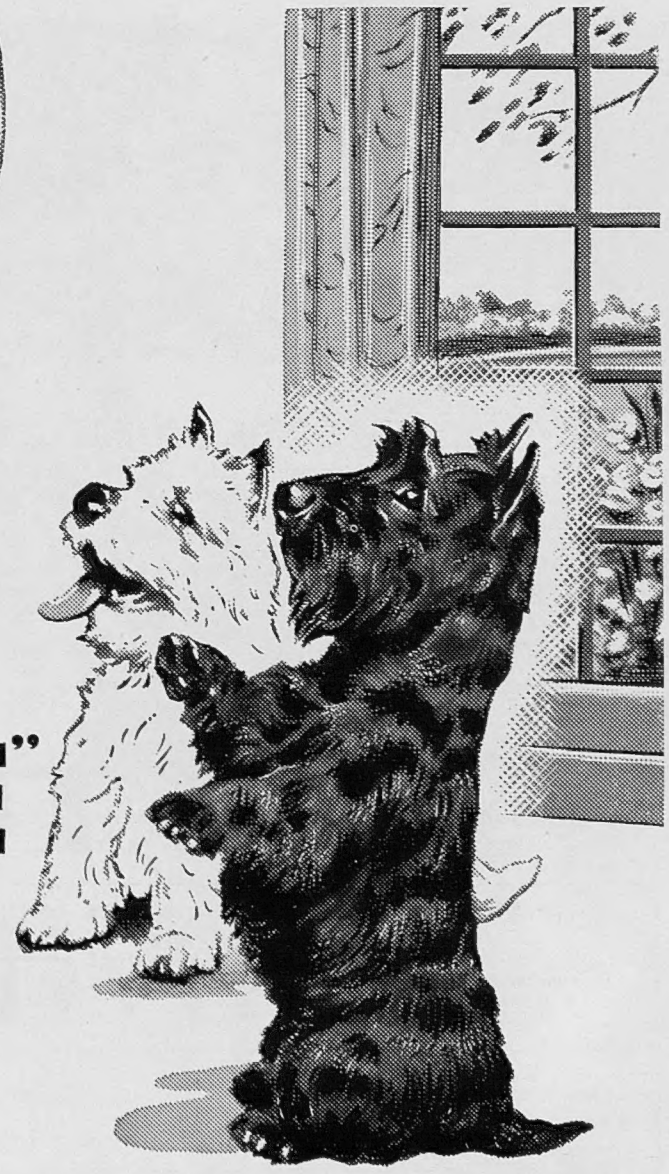

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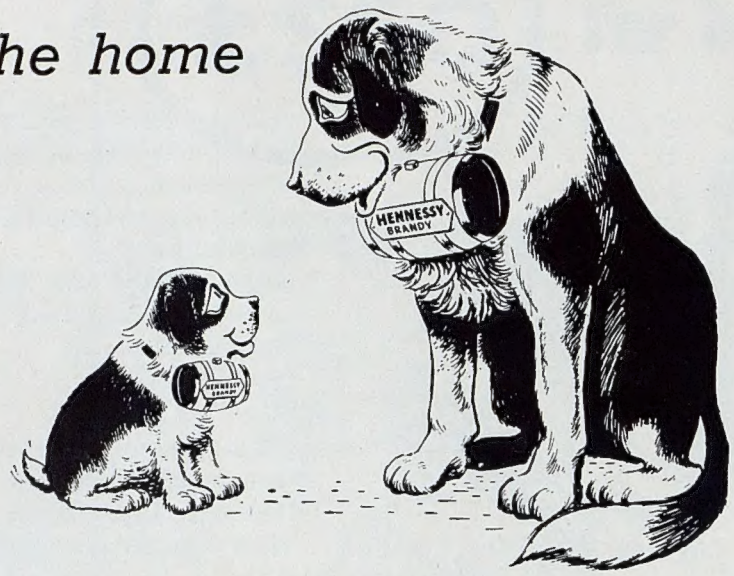

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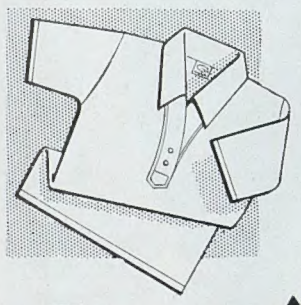

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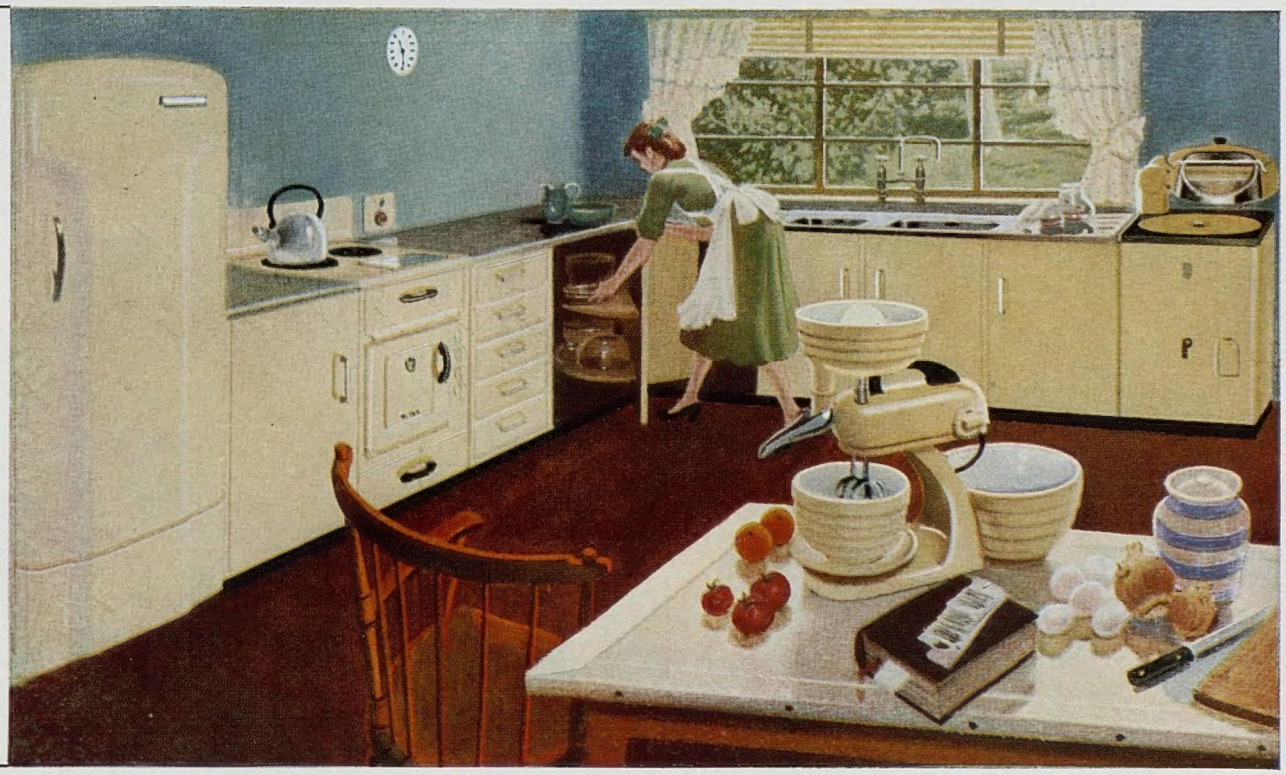

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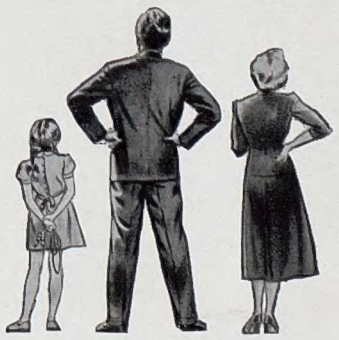

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